PRICE \$21 PER MONTH 號六月四英港香 二拜禮 HONGKONG, TUESDAY, APRIL 6rn, 1886. 日三初月三年二十緒光 號三十二百八千八第 No. 8823 INTIMATIONS NEW ADVERTISEMENTS. INTIMATIONS. AUCTIONS. INTIMATIONS. BANKS. SHIPPING. TO LET-FURNISHED. PUBLIC AUCTION. CHIARINTS GRAND, CIRCUS THE NEW ORIENTAL BANK ROYAL, NEW GOODSI ARRIVALS. HOUSE with 6 GOOD ROOMS, BATH CORPORATION, LIMITED: April 4, CLIEVEDEN, British steamer, 1,114, F. FINE Undersigned has received instructions Johnson, Saigon 31st March, Rice.—Stem- NEW GOODS!! CITY HALL. ROOMS, and VERANDAHS, Back and to Sell by Public Auction. AUTHORISED CAPITAL ......£2,000,000. Front, conveniently situated, with a good view ON ACCOUNT OF THE CONCERNED, MENAGERIE OF TRAINED ANIMALS MANAGER ..... NEIL O'BRIEN. NEW GOODSIII PAID UP .....£ 500,000. of the Harbour. Rent \$65 a month. SSEN & Co. THIS DAY, WILL EXHIBIT AT HONGKONG, Apply to April 5, Partninge, British steamer, 254, the 6th instant, et 2.15 P.M., at the Registered Office, 40. THREADNEEDLE STREET. ME. A. P. STOKES, EX "GLENGARRY." Stavers, Haiphong 31st March, and Helhow HISEXCELLENCYTHE OFFICERA DMINISTERING KOWLOUN GODOWNS. Commencing on or about .. LONDON. . . Supreme Court House. 1 Case BAMBOOWARE and SUNDRIES. 3rd April, General.—Gipp, Livinoston & THE GOVERNMENT. TO:DAY (TUESDAY), Hongkong, 6th April, 1886, CHRISTY'S FELT HATS. THE HON. W. H. MARSH, C.M.G. " LACQUER WARE. BRANCHES IN INDIA, CHINA, JAPAN . the 6th April, 1886. , COPPER WARE, WOOD WARE TO BE LET. -AND THE COLONIES. April 5, Amigo, German steamer, 771, F. Thie ENTHUSIASTIC RECEPTION TRAVELLING TRUNKS. MATS. &c. UNDER VAST WATERPROOF PAVILIONS. THE BANK receives money on Deposit. sen, Singapore 29th March, General, -WIE-66 RINGLEFORD," ROBINSON ROAD-21 Cases GLASS BANGLES. Buys and Sells Bills of Exchange, issues FURNISHED, for Summer Months, SOLID-LEATHER PORTMANTEAUS. SEATING ACCOMMODATION FOR TAX ASCOTTE OPERA COMPANY. Ex S. S. Thames, all more or less damaged by 6 E R & Co. Letters of Credit, forwards Bills for Collection. No. 9. Mosque Terrace - Immediate April 5, DIAMANTE, British steamer, 514, Moand Transacts Banking and Agency Business generally on terms to be had on application. 5,000 SPECTATORS, SOLID-LEATHER WRITING FOLIOS. Possession. The Steam Laurch, Kowloon will leave Ped-THIS (TUESDAY) EVENING, Caslin, Manila 2nd March, General.-Rus-This World-famed and over popular GODOWN at WANCHI. Water Frontage der's Wharf for Kowloon at 2.00 P.M., sharp, to the 6th April, 1886. SHLL & Co. SILK UMBRELLAS: Apply to MENAGERIE AND CIRCUS convey intending Purchasers. APPROVED CLAIMS on the ORIENTAL April 5, HAIPHONG, British steamer, 1,122. All Lots with all funlts and errors of des-LINSTEAD & DAVIS. BANK CORPORATION, in Liquidation, or the IS FAVOURABLY KNOWN ALL OVER THE Hongkong, 6th April, 1886. "PERFECT" TENNIS BALLS. POSITIVELY THE LAST TIME OF GILBERT AND cription at Purchasors' risk on fall of the Harris, Fooelow 31st March. Amby 1st, and BALANCES of such Claims purchased. 1.-BY AN IMMEDIATE PAYMENT IN CASH of SULLIVAN'S COMIC OPERA Swatow 3rd April, General. DougLas La-HABITABLE WORLD. WIMBLEDON TENNIS BALLS. CONSULAR NOTIFICATION. not less than 90 per cent, for the whole TERMS OF SALE.—Cash on delivery. And will give a Series of Performances of a very "THE MIKAKO," PRAIR & Co. E. JONES HUGHES. NEW MEERSCHAUM PIPES. interesting nature composed of DIVERS MIKADO April 5, YANGTSZE, British str., 814, Schultz HAWAIIAN CONSULATE GENERAL -AT 100 PER CENT., payment being made in TIME EQUESTRIAN, GYMNASTIC, ACROBATIC, EQUI. MIRADO Shanghai 31st March, General -Stemssen Hongkong, 5th April, 1886. Hongkong, 5th April, 1886, BRIAR ROOT PIPES. fully raid Serip of the Corporation's 3 LIBRISTIC, and NOVEL ARENIC SPORTS of MIKADO Perpetual Debanture Stock, currying interest from data of issue, and exchangeable THE following Norice is published for "THE MIKADO," various descriptions, performed by Clever MIKADO) IN THE SUPREME COURT OF & Co. MIKADO general information:-LANE, CRAWFORD & Co. Artistes-both Ladies and Gentlemen. April 5, Johann, German str., 427, H. Binge, HONCKONG. "THE MIKADO," for Stock Warrants of \$100 with Half-W. KESWICK Pakhoi 1st April, and Hoibow 3rd, General yearly Interest Coupons attached, on the ORIGINAL JURISDICTION Hongkong, 3rd March, 1886. Consul General A costly Zoological collection of Scrip being made up to any even multiple -Wieler & Co. CONDUCTOR ... Signor M. A. VALENZA. Suit No. 233 of 1882. REGULATION April 5, GLENRAGLES, British steamer, 1,837, FORMIDABLE ANIMALS-BREWER has just received HOLDERS of this Stock incur no liability AFRICAN LIONS, CEYLON ELEPHANTS AMENDING THE REGULATIONS FOR Gasson, London 15th February, and Singa-750 be Sold Pursuant to an Order of the By kind Permission of Colonel FOSTER and A Varioty of Photo Albums for Cabinets only. | whatever. Supreme Court made in the Suit of TSO ROYAL BENGAL TIGERS, CYNOCEPHALUS pore 30th March, General.-JARDINE, MA-OFFICERS, THE BAND OF THE 58TH REGT. WILL THE CONTROL OF CHINESE H.A. HERBERT. A Large Selection of New Photo Frames. play Appropriate Selections during the Evening. TSUN SHOW versus TSO.LAI TONG and PORCABIA, BOA CONSTRICTOR, &c., &c., &c. IMMIGRATION THESON & Co. Manager, Hong kong Branch YIP SUM TIN, on the 16th February, 1886, Charming French Musical Dolls. And the Finest collection of Horses and April 5, DEVONSHIRE, British steamer, 1,513 Hongkong, 16th February, 1886. INTO THE HAWAIIAN KINGDOM MADE AND with the approval of the CHIEF JUSTICE, by PONIES from all parts of the World, educated Doors Open at 8.30: Overture at 9 precisely. New Children's Picture Books. A. Purvis, Hamburg 4th February, and Mr. J. M. ARMSTRONG, the person appoint to perfection, forming an excellent place of PUBLISHED ON THE 1ST DAY OF CORPORATION Sets of Bozique, Playing Cards and Whist Singapore 29th March, Gentral: Russell Box Plan now open at KELLY AND WALSH'S SEPTEMBER, A.D. 1885. ed by the said Court, TO-MORROW, the 7th REGREATION and INSTRUCTIVE PASTIME. CORPORATION. Markers. LIMITED). By virtue of the authority conferred upon me Hongkong. 5th April, 1886. BE SIGNOR CHIARINI The 100-Copy COPYING INK-Gives 100 good LOT 1.-All those Picees or Parcels of PAID-UF CAPITAL .......\$7,500,000. by a Resolution of His Majesty. in Cabinet April 5, Vontriagner, British steamer, 876, J Copies in the Ordinary Copying Press from has the honour to announce that this will be the GROUND Situate at Victoria and Regis-Council, passed on the 13th day of July, A.D. RESERVE FUND Brown, Bangkok 31st March, Rico and tored in the Land Chice as INLAND LOT FIRST APPEARANCE 1883. I hereby make and proclaim the following RESERVE FOR EQUALIZATION OF ? one writing. 500,000. General.—ARNHOLD, KARBERG & Co. THEATRE ROYAL. No. 37 and INLAND LOT No. 518. To-Regulation in regard to the admission of Chinese Modern Ship-building and the Mon's engaged DIVIDENDS ...... April 5, Kutsano, British str., 1,495, Young. gether with the Mossuages and Buildings in Hongkong of passengers into this Kingdom, viz:-RESERVE LIABILITY OF PRO-7.500.000CITY HALL now or formerly known us Nos. 192, 194, Shanghai 2nd April, General -- JAEDINE, From and after the first day of April, 1886 A DEN OF ROYAL AFRICAN LIONS. PRIETORS ..... Twenty Years with the Indicator, by Pray. 196: 198, 200, 202, 204, 206, 208, 210 and TITHE HONGKONG AMATEUR no Chinese passenger shall be allowed to land at Matheson & Co. 212, Queen's Road West, Nos. 262, 204, 206 Morris's Golden Flake Tobacco. any Port in the Hawaiian Kingdom unless such To behold this Sensational Feature alone is COURT OF DIRECTORS :-DRAMATIC CLUB April 5. ILTIS. German/gunbost, Hofmeier, 208, 210 and 212 having recently been burnt Will's Three Castles Tobacco. Chairman-A. McIver, Esq. worth the Price of Admission. passenger be the bearer of a passport, in due have the honour to announce that the Amoy 3rd Aprila Deputy Chairman-M. GROTE, Esq. and No. 200 damaged by fire. form and legally issued to him or her under the THIRD PERFORMANCE OF THE New Maps of China, Japan, The World. For Particulars see future announcements. The whole Premises are held for the residues C. D. Bottomley, Esq. Hon. W. Keswick.
R. L. Dalrymple, Esq. Hon. F. D. Sassoon. provisions of the Regulations made and published ULEARANCES. New Edition Unrivelled Atlas 33 Maps and A. L. Dalrymp...,
H. Hoppins, Esq.
E. H. M. Huntington Esq.
CHIEF MANAGER. SEASON, now to come and unexpired of two several terms by me on the first day of September, A.D. 1885, L. MAYA, FRANK G. WILSON, AT THE HARBOUR MASTER'S OFFICE. Index, \$1.35. will take place of 999 Years granted by two several Indentures "for the control of Chinese immigration;" and New Men's Boots and Shoes. of Crown Lease of the said Lots respectively. Advance Agent. Secretary. 5TH APRIL the provision in Regulation Number 1 of the TO MORROW (WEDNESDAY) EVENING. New Ladies' Boots and Shoes. Annual Crown Rent \$103.19 and \$16.32. Hongkong, 6th April, 1886. aforesaid Regulations, which allows the lauding Phra Chula Chom Klao, British str., for Swatow. Hongkong-Thomas Jackson, Esq. the 7th April, 1886, at 9 P.M., W. BREWER, Queen's Road. LOT 2.—All that Piece of Parcel of GROUNI of not more than twenty-five Chinese passengers Peking, British str., for Shanghai. MANAGER. THE HONGKONG AND KOWLOON UNDER HORGEONG HOTEL. when will be produced from any one vessel at any Port in the Hawaiian Situate at Victoria, and Registered in the Shanghai-EWEN CAMERON, Esq. Gh izce. British str., for Shanghai. WHARF, GODOWN, AND CARGO. Land Office as Remaining Portion of IN-Kingdom without passports, is kereby resoinded. LONDON BANKERS-LONDON & COUNTY BANK. A COMEDY BY J. PALGRAVE SIMPSON, Nestor, British str., for Amoy. LAND LOT No. 453. Together with the BOAT COMPANY TELLY AND WALSH, LIMITED. [L.S.] Given under my hand and the Sea ENTITLED Sussex, British bark, for San Francisco. Messuages known as Nos. 262 and 264; HONGHONG-INTEREST ALLOWED. of the Hawaiian Kingdom, this Ele-Queen's Road West, and No. 29, First HE Company will receive STHAMERS and Street. SAILING VESSELS alongside their "HEADS OR TAILS," Atalanta, German str., for Singapore. On Current Deposit Account at the rate of venth day of February, A.D. 1886. Customs List of Lights, Buoys and Beacons 2 per cent. per Annum on the daily balance. AND THE SUCCESSFUL FARCE on the China Coast, 1886. WALTER M. GIESON. WHARVES at Kowloon, and Land, Re-ship, The whole of the Premises are held for the Shanghai Nautical Pooket Manual, 1886. Or Fixed Deposits:-DEPARTURES. and/or Store GENERAL CARGOES, STLK, OFIUM. Minister of Foreign Affairs, "CHISELLING." residue of a term of 999 Years. For 3 months 3 per Cent. per Annum. COTTON, GRAIN OF MERCHANDISE in FIRST April 5, HATTIE N. BANGE, American sch., for Whitaker's Almanack, 1886. Annual Crown Rent \$84 half of which is pay-The proceeds of this Performance will be For 6 months 4 per Cent. per Annum. Peking Gazette, 1884. CLASS GRANITE GODOWNS at CHEAP RATES. Bungkok. able by the Owner of Section A of the said Lot. Dollars and Sterling Exchange Tables, 3s. to For 12 months 5 per Cent. per Annum." INDO-CHINA STEAM NAVIGATION devoted to Public Charity. The Premises will be sold subject to a Lause Also Coals in specially constructed Sheds. April 5, GHAZEE, British str., for Shanghai. LOCAL BILLS DISCOUNTED. For the convenience of Communders and TICKETS, \$2 each, may be obtained from COMPANY. LIMITED. for a year at a monthly Rental of \$125 and April 5, Pekino, British str., for Shanghai. Chepits granted on approved Securities, and Giles' Glossary of Reference on subjects Storers the Company's launch Hongkong will Messrs. Lane, Crawford & Co. on and after FOR SHANGHAL every description of Banking and Exchange connected with the Far East-New and April 5. YANGTSZE, British str., for Whampoa. convey to and fro those interested FREE OF FRIDAY, 2nd April, at 9 A.M. LOT-3.—All that Piece or Parcel of GROUND Taking Cargo and Passengers at through rates CHARGE, starting from the Pedder's Wharf business transacted. Revised Ed. H. M. THOMSETT, for Chefoo, Tientsin, Newchwang, Han-DRAFTS granted on London, and the chief Situate at Victoria and Registered in the Pirv's le Saint Edit .- Reduced to \$3. PASSENGERS. every Hour from 6 A.M. to 5 P.M., and from the Hon, Secretary. commercial places in Europe, India, Australia, Land Office as INLAND LOT No. 327. ROW, and PORTS on the YANGTSZE.) Particulars of Marine Engines, Boilers, &c. Wharf at Kowloon at the half-hour. Hongkong, 29th March, 1886. Deschevren's Typhoons of Chinese Seas, dur-Together with the Buildings and Erections America, China and Japan. THE Company's Steamship For Further Particulars, apply to 1 Per Haiphong, str., from Coast Ports.-Mr. thereon known as No. 58, Jardine Bazaar. T. JACKSON, Chief Menager. W. KERFOOT HUGHES. ing 1885. and Mrs. Davis. Messrs. McKenzie and New-HONGKONG CHORAL SOCIETY. The Premises are held for the residue of a Hongkong, 27th February, 1886  ${
m `FOOKSANG.''}$ New Lot of Franch Novels. bury, 2 Europeans deck, and 200 Chinese. zerm of 75 years; from the 7th day of June, 1817. Captain Hogg, will be despatched as above Hongkong Almanack, 1886. Pedder's Street CONCERT IN AID OF THE FUNDS Per Knitsang, str., from Shanghai.—Mr. Olsen NOTICE. TO-MORROWAthe 7th inst., at FOUR P.M. Duke's Every Day Life in China. Annual Crown Rent \$16 Hongkong, 16th February, 1886. of the CITY HALL, will be given on and 20 Chinese. Lots 1 and 2, will be sold on the respective Ouida's New Novel-Othmar-Cheap Ed. For Freight or Passage, apply to DULES OF THE HONGKONG Per Yangteze, str., from Shanghai.-Mr. G WEDNESDAY EVENING, the 14th inst. Premises. Lot 1 at 3 o'clock, Lot 2 immediately JARDINE, MATHESON & Co., Hinde's Patent Curling Pins. JARDINE, MATHESON & Co.'s Further Particulars will be announced. H. Maggs, and 27 Chinese. BAVINGS BANK. after the Sale of Lot I, and Lot 3 at the Rooms, General Managers. New Albums for Mounting Photographs. PIERS AND GODOWNS, Per Glenougles, str., from London, &c .- Mr Hongkong, 5th April, 1886. Hongkong, 5th April, 1886. of the Auctioneer, Queen's Road, at the Close of Cheap Four-blade Knives-50 Cents each. WEST POINT and Mrs. Stevens, Mr. Brian for Slanghai, and I.—The business of the above Bank will i New Stock of Opera, Field, and Marine the Sale of Lot 2. conducted by the Hougkong and Shunghai FINESE are now in working order. Steamers 380 Chinese for Hongkong from Singapore. THE CHINA AND MANILA STEAM-Particulars and Conditions of Sale may be Per Diamante, str., from Manila.-Messes are berthed at the Wharf, and Cargo SHIP COMPANY, LIMITED. Banking Corporation, on their premises in had of Jeffries' Tennis Bats, Single and Double Noble and O'German, Chiarini's Circus (50 per-Hongkong. Business hours on week-days, 10.1. CREASY EVENS, received and stored at Cheap Rates. TENDERS will be received by the Under-FOR MANILA VIA AMOY. sons), and 3 deck. Solicitor. to 3: Saturdays, 10 to 1. The Godowns are Two Storied, Dry, Airy, and Champion Tennis Balls—Seamless Balls. signed on or before the 8th instant, for FITHE Company's Swamship 2.—Sums less than S1, or more than \$250 at No. 45, Queen's Road : Complete Sets of Lawn Tennis. well suited for the Storage of Silk. Cotton, and Conveyance to Malta, of the Undermentioned Per Ana, str., from Hongkong.-For Singaone time will not be received. No depositor DENNYS & MOSSOP, Woollen Piece Goods as well as General Mer-Very Strong Cash Boxes with Bramah Locks. COMBUSTIBLE STORES, under the Regulations "DIAMANTE," pore.-Mr. Wilkinson. For Colombo .- Mr. Courmay deposit more than \$2,500 in any one year. Solicitors, KELLY & WALSH, LD., HONGKONG. chandise. 3.—Depositors in the Savings Bank having of H. M. TRANSPORT SERVICE: voisier. For Marseilles.-Mr. and Mrs. Forcest Captain McCaslin, will be despatched for the No. 43, Queen's Road; ADVANCES MADE ON CARGO STORED. FILLED CARTRIDGES .. 40 Tons. \$100 or more at their credit may at their option Messrs, Martin, Philippe, and A. M. Cardoso. above Port TO MORROW, the 7th instant, For Rates and Further Particulars, apply to FILLED SHELL ...... 165 Tons. transfer the same to the Hongkong and Shang-From Foochow.-For Marseilles.-H.E. Chow, at FIVE P.M. THE HONGKONG, CANTON, AND of the Auctioneer at The lowest or any Tender will not necessarily For Freight or Passage, apply to RUSSELL & Co., and 29 students of H.I.C.M.'s Arsenal. From hai Banking Corporation on fixed deposit for MANAGER, No. 49, Queen's Road. MACAO STEAMBOAT COMPANY, be accepted. 12 months at 5 per cent. per annum interest. Shanghai. For Marseilles. Mrs. Little, Mdme Dated this 19th day of March, 1886. W. H. LOBB; Pauli and infant, M. and Mdme, Popoff, Mr. 4. Interest at the rate of 31 per cent, per General Managers. JARDINE, MATHESON & Co. PUBLIC AUCTION. TOTICE is hereby given that an EX- annum will be allowed to Depositors on their TRAORDINARY MEETING of daily belances. Naval Storekeeper. and Mrs. Innocent, Mr. and Mrs. Lees and 2 Hongkong, 5th April, 1886. Hongkong, 1st December, 1885. H. M. Naval Yard. children, Sister Putronelle, Sister Solonnac, AT THE OFFICES OF DOUGLAS STEAMSHIP COMPANY, SHAREHOLDERS will be held at the 5.- Each Depositor will be supplied gratis 3rd April, 1886. Sistor Lourent Savre, Messrs. Suchson, Hen-TA /T ESSRS, DAVID SASSOON, SONS & NOTICES TO CONSIGNEES LIMITED. Registered Office of the above Company, No. 7, with a Pass-Book, which must be presented with ningson, de Belabre, L. Courvoisier, Ch. Brown. COMPANY, or NOTICE. Queen's Road Central, Victoria, Hongkong, on each payment or withdrawal. Depositors must and F. Purin. From Yokohama.-For Saigon. FOR SWATOW, AMOY, AND FOOCHOW. WEDNESDAY, TUESDAY, the 20th day of April, 1886, at not make any entries thomselves in their Pass-Convenience of Customers, -10 marines. For Singapore.-Lieut. S. Taouthe 14th April, at 3 o'clock P.M. STEAMSHIP "IRAOUADDY." HILE Company's Steamship the PRODUCTIONS of the "CHINA tehi, and Capt. J. Tukushima. For Marseilles. THREE O'CLOCK IN THE AFTERNOON, for the Books, but should send them to be written up INLAND LOT 623-"BISNEE VILLA," Pok-SUGAR REFINING COMPANY, LIMITED" CALL purpose of confirming the Special Resolutions at least twice a year, about the beginning of proposed and passed at the last Meeting of the January and beginning of July. -Mrs. Winter, infant and servant, Mrs. L. Wolf, foolum. Area, Ten Acres. Lease, un-"HAIPHONG," COMPAGNIE DES MESSAGERIES henceforward be obtained by RETAIL Messrs. Petinto. Jourdan. and H. Ito. · expired term of 999 Years. Crown Rent, Captain Harris, will be desputched for the above MARITIMES. FOR CASH, at No. 3, Peel Street, at the same 6.—Correspondence as to the business of the Shareholders held on the 3rd day of April, 1886. DEPARTED. \$48, per Annum. Ports on THURSDAY, the 8th inst., at NINE Prices as at the REFINERY; or Retail Orders Bank if marked On Hongkong Savings Bank Per Zefiro, str., for Amoy.-13 Chinese. For H. N. MODY, NOTICE. will be delivered at addresses in town on appli-Manila.-Mr. A. S. Harper, and 18 Chinese. BUSINESS is forwarded free by the various NOTICE IS HEREBY GIVEN THAT, the aforesaid For Freight or Passage, apply to Resolutions being duly confirmed, an British Post Offices in Hongkong and China. Per Thules, str., for Foodhow.-Messrs. A. F. cants forwarding their monthly requirements Hongkong, 22nd March, 1886. DOUGLAS LAPRAIK & Co., 7.-Withdrawals may be made on demand. CONSIGNEES of Cargo from London in writing direct to the Refinery at East Point. Ljunglof, Siemssen, and C. Stiebel. For Amoy. EXTRAORDINARY MEETING .. or General Managers. and Havre, Ex S. S. "GANGE," in SHAREHOLDERS will be held at the but the personal attendance of the Depositor or JARDINE, MATHESON & Co., -Mr. E. C. Remedics. For Shanghai -Mr J TOR TEA SERVICES in all kinds Hongkong, 5th April, 1886. General Agents. his duly appointed Agent, and the production of connection with above Steamer are hereby Registered Office of the Company, No. 7, informed that their Goods, with the exception Japanese Pordelain go to Hougkong, 28th July, 1885. Per Poscidon, str., for Trieste, &c.-Messrs. his Pass-Book are necessary. Queen's Road Central, Victoria, Hongkong, FOR SINGAPORE, PENANG, AND of Opium, Treasure, and Valuables, are being CASSUMBHOY'S WAREHOUSE, For the Hongsong and Shanghai Bank-John Davey, C. Zanella, McGregor Smith, and on TUESDAY, the 20th day of April CALCUTTA. landed and stored at their risks at the Company's Keaughran and 2 children, and 711 Chinese, deck. BEACONSFIELD ARCADE. ING CORPOBATION, NOTICES OF FIRMS. 1886, at A QUARTER-PART THREE O'CLOCK HE. Steamship Godowns, whence delivery may be obtained T. JACKSON, IN THE AFTERNOON, for the purpose of Where also FURNITURE of all kinds is Chief Manager. immediately after landing. passing a Special Resolution to empower "ARRATOON APCAR," REPORTS. procurable at the Lowest Rates. A. S. WATSON & Co., LIMITED. Optional Cargo will be forwarded on unless the Board of Directors to sub-divide the Cptain A. B. Mactavish, will be despatched for . Hongkong, 8th May, 1885. LARGE STOCK OF CURIOS. The British steamer Diamanie reports variable intimation is received from the Consignees. R. HARRY ARNOLD WOOLNOUGH present Shares of \$100 each of the Company the above Ports on TUESDAY, the 13th inst., airs and fine weather throughout; detained outbefore 10 A.M., TO-MORROW (MONDAY), HONGKONG STEAM BAKERY. VE is appointed SECRETARY of the above at THREE P.M. into Shares of \$20 each. side with thick fog. INTIMA MON S. the 5th inst., requesting it to be landed here. By Order of the Board of Directors. named Company and is authorized to Sign for For Freight or Passage, apply to NOTICE: Bills of Lading will be countersigned by the The British steamer Clieveden reports fine T. ARNOLD. DAVID SASSOON, SONS & Co., it in that Capacity. THE LEE YUEN SUGAR REFINING Undersigned. weather throughout with light easterly breeze. JNO. D. HUMPHREYS, Secretary. HAROM 1st March the Price for FIRST Goods remaining unclaimed after MONthe last 60 miles of the passage weather rather COMPANY, LIMITED, IN , Hongkong, 5th April, 1886. Hongkong, 3rd April, 1886. QUALITY HOUSEHOLD BREAD WIL General Managor, DAY, the 12th instant, at Noon, will be LIQUIDATION. subject to rent and landing charges at one cent | Hongkong Dispensary, be Five CENTS per Pound. NOTICE TO CONSIGNEES. DORABJEE NOWROJEE. THE HONGKONG ICE COMPANY, 3rd April, 1886. per package per diem. The British steamer Gleneagles reports light FERHE LIQUIDATORS are prepared to LIMITED. FROM SINGAPORE, PENANG, AND . receive TENDERS for the purchase of the ENLNG KEE, All Claims must be sent in to me on or before airs and calms, then moderate easterly winds to NOTICE. arrival; experienced thick fogs outside Hongkong LAND, BUILDINGS, MACHINERY, and I the 14th inst., (WEDNESDAY), or they will not CALCUTTA. SHAREHOLDERS are hereby notified that on Presentation of their SHARE CERTIFI-R. EDMUND SINGLETON WHEAL- THE Steamship LER has This Day Assumed Charge FIXTURES of THE LEE YUEN SUGAR STEAM LAUNCH Co. be recognized. delaying arrival. No Fire Insurance has been effected. Have always on hand supplies of the best REFINING COMPANY. The British steamer Kuisning reports experi- CATES at the Head Office of this Company, NEW G. DE CHAMPEAUX, COAL for Houses, STEAMERS, & SHIPS at 'ARRATOON APCAR." All Tenders should be enclosed in an Envelope of our Business in this Colony, and is authorized enced light woutherly winds and dense fogs to ONES will be issued in Exchange in accordance having arrived from the above Ports, Con-MODEBATE TERMS. Agent. endorsed "TENDER FOR PURCHASE OF LEK to Sign our Firm per procuration.
ADAMSON BELL & Co. Chapel Island: thence to port moderate wind with the Resolution recently passed.

and hazy weather.

JARDINE, MATHESON & Co., Hongkong, 4th April, 1886. signees of Cargo are hereby requested to send in No. 16, TUNG MAN LANE, YUEN," and addressed to the Liquidators of the and hazy weather. [706 | their Bills of Lading to the Undersigned for LEE YUEN SUGAR REFINING COMPANY, and HONGKONG. Hongkong, 3rd April, 1886. TO CONSIGNEES OF OPTIONAL CARGO General Managers. Hongkong, 17th September, 1885. countersignature and to take immediate delivery must be placed in the hands of C. EWENS, The British steamer Halphong reports from EX O. S.S. CO.'S S.S. "NESTOR." Hongkong, 1st April, 1886. Solicitor to the Liquidators, with a Deposit of of their Goods from alongside. Foochow to Amoy had light S.E. winds as far 66 FRIHE HARDEN'S STAR FROM LIVERPOOL. Cargo impeding discharge will be at once landed and stored at Consignees risk and ex-\$20,000, before 3 O'CLOCK, on WEDNESDAY as Ocksen, then thunder and lightning with HAND GRENADE FIRE E the Undersigned have This DAY HONGKONG ICE COMPANY, LIMITED SHIPPING Orders must be obtained from the Undersigned not later than the 6th isst., the 21st day of April, 1886. showers of rain to Dodd Island; thence dense EXTINGUISHER." pense, and no Fire Insurance will be effected. Established ourselves here as GENERAL The Tenders will not be opened until after fogs to Amoy. From Amoy to Swatow thick weather with light N.E. wind and smooth sea. BY ORDER OF H.E. THE OFFICER ADMINIS-NOTICE. Consignees are hereby informed, that all MERCHANTS and COMMISSION AGENTS under 3 o CI CK on the 21st day of April. for shipment per steamer "ACHILLES." TERING THE GOVERNMENT, GOVERNMENT Claims must be made immediately, as none will the Style or Firm of SCHEELE & Co. The Liquidators will accept the highest Ten-HOUSE has been fitted with the above. to port. In Foochow H.M.S. Cookehafer and N and after SUNDAY, the 4th instant, the From Swatow had dense fogs and calm weather BUTTERFIELD & SWIRE, Agents. be entertained after the 10th instant. der provided it exceeds the sum of \$190,000 and ALFRED SCHEELE, Hougkong, 3rd April, 1886. E. CLARK, DAVID SASSOON, SONS & Co., CARL RUSCH, str. Meefoo. In Swatow strs. Folcien and Tamprovided also it is on a form which can be Hongkong Hotel. OCEAN STEAMSHIP COMPANY. RICHARD ABESSER, obtained at the Office of C. EWENS, at 45, Hongkong, 22nd Narch, 1886. JARDINE, MATHESON & Co., Hongkong, 5th April, 1886. GUSTAVATZENROTH CONSIGNEES por Company's Steamer Queen's Road, Hongkong, and it is in accord-General Managers. ance with the conditions contained in such form. BOTTLE WHISKY No. 2, Stanley Street. CUTLER, PALMER & Co FROM LONDON, PENANG, AND Hongkong, 3rd April, 1886. Hongkong, 1st April, 1886. The Purchaser must also purchase the COAL, NAPIER JOHNSTONE'S BLEND, SINGAPORE. are hereby notified that the Cargo is being dis-The well known Wine Shippers to China, ANIMAL CHARCOAL, and OFFICE FURNITURE, Superb Quality. HONGKONG & SHANGHAL BANKING THE Steamship charged into Craft, and/or landed at the PUBLIC NOTICE. CUTLER, PALMER & Co.'s SELECTION! OF LONDON, BOEDEAUX, CALCUTTA, BOMBAY, and SPARE MACRINERY, and STORES in the CORPORATION. Godowns of the Undersigned; in both cases it Godown (which are not included in the Tender) Apply to MADRAS, LAHORE, KURRACHEE, &c. "GLENEAGLES." will lie at Consignees' risk. . The Cargo will be NORRHOPINGS TANDSTICKS at Invoice prices.

The Purchaser must also take over from date 2370 LANE CRAWFORD & Co. will lie at Consignees risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th inst.

DURING the Absence of the Undersigned, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their appointed Acting Chief Manager of the Goods with the exception of Opium, are being Hongkong, Their Representatives in China-FABRIKS AKTIEBOLAG, carrying on of Sale, the liability of the Company ander the PIANOS. Messrs. JARDINE, MATHESON & Co. ) Hongkong Goods undelivered after the 12th instant, Business at NORBEOPINGS in SWEDEN as MANU- | Contract with the English Sugar Boiler of the landed at their risk into the Godowns of the STEMBSEN & Co. Corporation. FACTURERS OF MATCHES have complied with Company who has been engaged for a term ox- FIHE Undersigned begs to announce that will be subject to Rent. By Order of the Board of Directors. LANE, CRAWFORD & Co. ) Shanghai. LANE, CRAWFORD & Co. ) Shanghai. the requirements of Ordinance No. 16 of 1873 piring in February, 1887.

Call attention to some of the Wines and Spirits for the Registration in this Colony of their The Refinery is most favourably situated China. Corea, and Japan for the Sale of Undersigned whence and/or from the wharves BUTTERFIELD & SWIRE, Agents. T. JACKSON, or boats delivery may be obtained. Hongkong, 3rd April, 1886. Chief Manager Optional cargo will be forwarded unless notice consigned to their care by this well-known Trade Mark as applied to Boxes of Matches, and occupying almost 100,000 square feet of ground PIANOS, by Messa: M. F. RACHALS & Co., "SHIRE" LINE OF STEAMERS. 684 to the contrary be given before 11 A.M., TO-Hongkong, 30th March, 1886. hat the same has been duly registered in the by the side of Bowrington Canal and close to the Hamburg, and Mesers. Schiedwaren & Co., house MORROW, the 6th inst. Register of Trade Marks at the Colonial Secre- Harbour. CLARETS, Monton, Larose, St. Julien NOTICE TO CONSIGNEES. THE RICHMOND TERRACE ESTATE Cargo remaining undelivered after the 12th Medoe, both in Quarts & Pintsh tary's Office in this Colony The whole of the Buildings and Machinery SYDENHAM MOUTRIE, AND BUILDING COMPANY, instant will be subject to rent. All and and Persons or Person, Firms or Firm, are in excellent order, a large portion of the THE PLANOFORTE AND MUSIC WAREHOUSE, S. S. "PEMBROKESHIRE," "INVALIDS." & AMOROSO, SHERRY LIMITED. No Fire Insurance has been effected FROM HAMBURG, ANTWERP, LON-MANZANILLASHERRY-verypale&dry Companies or Company, who shall either directly | Plant and Machinery having never been used. Shanghai. Bills of Lading will be Countersigned by VINO PURO-a pretty delicate wine. 1st January, 1886. or indirectly make use or adopt the said Trade The Refinery is capable of refining 1,200 piculs DON, AND SINGAPORE. RAR. JOHN WILLMOTT is appointed JARDINE, MATHESON & Co. Mark or any imitation or resemblance thereof or of Raw Sugar per day. These Sherries are also shipped in Javs A FONG, PHOTOGRAPHER SECRETARY of the above named Com-CONSIGNEES of Cargo are hereby informed Hongkong, 5th April, 1886. in anywise counterfeit, imitate, or resemble the Dated this Eighteenth day of March, 1886. containing 4 gallons. that all Goods, with the exception of same or shell make or cause to be made any - ANDREW JOHNSTON. "INVALIDS" PORT, a most agreeable JNO. D. HUMPHREYS, STUDIO, ICE HOUSE LANE, Opium, are being lauded at their risk, into the addition thereunto or subtraction therefrom NOTICE. General Manager. LAU WAI CHUN 劉渭川 wine, approved by many Physicians. BEHIND NEW ORIENTAL BANK. Godowns of the undersigned, at Wanchai, bewhereby to protend themselves, himself, or itself SCOTCH WHISKY-of several sorts, viz: Hongkong. Hongkong, 2nd April, 1886. hind the premises known as No. 3, "Blue the owners or owner thereof without the Licence LI KING TING 李敬亭 THE POSTMASTER GENERAL acknow-Has a Larger, Choicer, and more Complete. Buildings," whence and/or from the wharves or In square bettles—Napier Johnstone's. or Consent in writing from the said Company or their Agent or Agents duly appointed first had L ledges the receipt from Messrs. ARNHOLD. NOTICE. COLLECTION of VIEWS, than any other LIQUIDATORS. boats delivery may be obtained. In round bottles-C. P. & Co.'s, "Heart KARBEEG & Co., of ONE HUNDRED POLLARS shaped label." in the Empire, the Copies of which are only Optional Cargo will be forwarded on, unless URING the Absence of our Mr. C. D and obtained, will be liable to be sued by the said in lieu of papalty, for the despatch of the S. S. to be purchased at his Studio or Messrs. In round bottles-The celebrated Glenlivet THE KORSCHELT ICE DEPOT. notice to the contrary be given before NOON, BOTTOMLEY, ME. THOMAS ED-Company and be answerable to them in damages Memling to Newchwang without Notice to the KELLY & WALSH'S Store. IRISH WHISKY-only the best. MUND DAVIES is authorized to Sign our Post Office. TO-DAY: IVORY MINIAPPRES of Superior Excellence COGNAC-from the very best to medium No Claims will be admitted after the Goods E Have This DAY been appointed AGENTS for the KORSCHELT ICE Firm per procuration. NOTICE IS ALSO GIVEN that Messrs. General Post Office. and High Finish, painted under careful have left the Godowns, and all Goods remaining DOUGLAS LAPRAIK & Co. MELCHERS & Co., of Victoria, Hongkong, have Hongkong, 3rd April, 1886. This Firm's Cognacs are too well known to need been appointed the Sole Agents in China for DEPOT and are now ready to SUPPLY ICE after the 7th inst., will be subject to rent at the Hongkong, 16th March, 1886. recommendation. Prices on application. Instantaneous, Views, Groups and Porthe Sale of the Matches Manufactured by the from our Depot, Pedder's Street (near the rate of one cent per package per day .-TRAITS of different sizes taken daily. NOTICE. said Company, and for the protection of the said Hongkong Hotel), in quantities from 5 lbs. All Claims against the steamer must be preand upwards, at the rate of ONE CENT per lb., IF HE Undersigned have been appointed Sole sented to the Undersigned on or before the TOHE SUBSCRIPTION LISTS for the DORTLAND CEMENT. Trade Mark.

A Agents for the Sale of their Goods in 7th April, 1886, or they will not be recognized.

No Fire Insurance has been effected.

Hongkong, 1st April, 1886.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,

Hongkong and China by Messrs. J. & R. Tex-

SONS. Arbroadi.

Hongkong, January, 1867.

NENT, Glasgow, and Mossrs, DAVID, CORSAR &

ARNHOLD, KARBERG & Co.

T HAVE THIS DAY Re-Entablished myself

GEO R. STEVENS.

Pedder's Street.

GEO. R. STEVENS & Co.

Hongkong, 24th March, 1886.

TESTIMONIAL TO MR. JACKSON

J. MELVILLE MATSON.

Hon. Secretary.

in Business at this Port under the Name of are lying in the Cluss and at the principal

STORES in the Colony.

Hongkong, 1st April, 1886.

offcring special arrangement to large consumers.

F. BLACKHEAD & Co.,

The Blocks of Ice weighing up to 700lbs. each

WOTTON & DEACON:

for Messre MELCHERS & Co.,

35, Queen's Road,

Hongkong.

Dated the 25th March, 1886.

Solicitors for the said Company, and

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA

Hongkong, 11th April, 1883.

HOLLIDAY WISE & Co.

INTIMATION.

KINDS PHOTOGRAPHIC ALBUMS, ENGLISH CUT GLASS BOTTLES, DOULTON WARE,

FANCY GOODS LEFT OVER FROM XMAS, will be sold at

REDUCED PRICES during the continuance of this advertisement.

WATSON & Co., LIMITED

THE HONGKONG DISPENSARY. Hongkong, 20th February, 1886.

NOTICE TO CURRESPONDENTS.

Orders for extra copies of the Daily Press should be sent before 11 s.m. on the day of publication. After that hour he supply is limited.

HAMARONA, APRIL 6TH, 1486. In considering the means of raising additional revenue, supposing the Legislature. first principles should not be last sight of "The freedom of the port" is a plirage which is in every one's mouth, and we are exhorted in relation thereto not to sell our birthright for a mess of pottage. But what | Vardin, who has gone home to bring out a new is meant by the freedom of the port? Is it simply that there shall be no Custom House, orthat shipping frequenting the harbour shall sense the port has already ceased to be free, for a revenue is derived from the light dues in excess of the amount required for the or reduction of the light dues, and was supported by the mercantile community on the mature. ground that no burdens ought to be laid on shipping in this free port. At the last meet-Hon. W. Keswick expressed the opinion contribute to the revenue. This is a position which might be supported by vory forcible arguments, but still more forcible side. For our own part, we wish to see the freedom of the port maintained as an actuality, not merely as a fiction or figure, of speech. Not only should we object to the es- | sion. tablishment of Customs dues, but we object also to the imposition of light dues, to taxes on bills of lading, and to all the other taxes Provincial Authorities all over the Empire to on commerce so ingeniously imposed by the Stamp Act, and which it is now proposed to further increase. Shipping and commerce are the very breath of life to the colony, and ought to be as free as air. To tax shipping in a port like Hongkong seams to us as injudicious as it would be for a shopkeeper to make a charge for admission to his shop. Still, the arguments by which Mr. Keswick's position may be supported are well worth the local rank of Major. The Buffs have seen attention. A tax imposed on shipping might be arranged on such a basis that it would not be greatly felt in individual cases while in the aggregate it would yield a large revenue; and if a vessel now and then gave the place the go-by as a port of call in con-

sequence of such taxation, the public would

would enjoy the bliss of ignorance. Again,

the same arguments which have been used

in favour of an increase of the Stamp duties.

apply with equal force to a tax on shipping.

The machinery for its collection already

exists, and we can calculate with precision

what the tax would yield. All that has to

light dues are collected; and the colony

is at once placed in receipt of an additional

revenue of \$100,000 or thereshouts. Nothing

can be simpler. Nevertheless, we must con-

fess we like the plan almost as little as we

do the Stamp duties, though it possesses the

merit of being a more straightforward way

of taxation. Every one subject to the tax

would know exactly what he had to pay,

whereas the Stamp duties are attended by

all the annoyance of petty nilfering-a little

taken here, and a little there, wherever it is

thought a little will not be missed. Both

ping are objectionable, but if it be once con-

coded that the shipping is a fair subject of

taxation we have in it a veritable milch cow

which would yield all the milk the Colonial

Treasurer requires and admit of a reduction

in the house tax to boot. The dactrine of

the freedom of the port in its fullest sense

threw its shadow over the harbour. It may

of course be argued that the shipping should

pay for the conservation of the harbour,

tenance of the Harbour Master's establish-

examination will be found to be peraicious.

The light dues were only to be imposed

until the lights were paid for, but they are

still maintained, although the cost of the

lights was covered long ago. It would

inevitably be the same with any other tax

imposed on shipping; it would be made to

show in the account against the immense

banefits received from the shipping trade-

the trade by which the colony exists and

which it should be our object to facilitate

and extend by every means in our power.

distinctly infringed both

ment. The argument in plausible, but on

way of tonnage dues when the

and commerce pure and simple rather than afticles of luxury. The wanderings of O F our Councillors in Bypath Meadow-other wise their deliberations in the secret Fin. ance Committee-do not seem to have been favourable to their politico-economical well-

port she left on the 3rd instant.

We are requested to announce that Mrs.

Marsh's usual Garden Party at Government House will not take place this week. The Mascotte Opera Company will to-night. at the Theatre Royal, repeat their performance of Gilbert and Sullivan's new and popular opera The Mikade,"

The Agents (Messrs. Russell & Co.) inform us that the E. & A. S. S. Co.'s steamer Catter thun, from Sydney and ports of call, left Singa-

pore for this port on Sunday. We learn from the Hupao that Prince Chun will take a trip to the S with some time in April.

nection with the Southern coast defence.

His Excellency Major-General Cameron, C.B., raturned by the Messageries Maritimes steamer

Excellency had gone to inspect the Shanghai thern port, either Port Arthur or Newchwang." Volunteer Corns. .The Amoy Gazette says that Mr. R. J. Forrest, morning, brought over from Manila Signor H.B.M. Consul at that port, left there on the Chiarini's great Circus and Menagerie. The

charge of the British Consulate Captain Fawcett, late chief officer of the Tumsui, who brought the dredger Anding out, has, the Mercury notices, been appointed to the off in procession to the site of the spacious command of the Tameui, in place of Capt.

steamer for the Campany. The Shin-pas states that H.E. Tong Shau-chiu took over the seals of the Shanghai Taotaiship at 6 a m. on the 30th ult., and many officials were be exempt from all charges? In the latter present to congratulate him. Shao Taotai was to leave Shanghai for Peking, por steamship materials, fittings, and all the innumerable para-Haean, yesterday, the 5th inst.

With reference to the draft Stamp Ordinance front page, the first performance of this powerpublished in Saturday's Gazette, we are requested ful troupe of fifty high class performers and asmaintenance of the lights. Some time ago to state that the whole schedule is under con- sistants will take place this evening. By kind an attempt was made to secure the removal s'deration, and, as it is probable considerable permission of Colonel Foster and officers, the modifications will be recommended, any opinions Band of the Northamptonshire Regiment will formed as to details must necessarily be pre- play during the evening.

The Hupas says that on account of the unsatisfactory condition of the arms which were ing of the Legislative Council, however, the formerly purchased for the Peking Government the Chinese Ministers to Foreign Courts are instructed to select one or two of their Attachés that the shipping frequenting our barbour who shall be qualified for inspecting arms and and the commerce centring here ought to munitions of war whenever the Government may M. Ristica.

According to the Hupao, Li Hung-chang started from his yamen in Tientsin on the 18th March, for Peking, to accompany the Emperor ones may, we think, be adduced on the other on his journey to worship his ancestral graves. struggle. The Viceroy was followed by a large retinue. and the Customs' Taotai of Tientsin was entrusted with the despatch of business at the Viceregal Yamen, but matters of great importance are still forwarded to His Excellency for considera-

> We (N. C. Daily News) understand that instructions have been sent from Peking to the furnish returns showing the number of Lekin 15th tions in the different districts under their courrel, and the tariffs charged at them. If this information is accurately furnished it will be of great importance to foreign merchants, and the orders to give it have, as might be expected, proved very distasteful to the mandarins.

We learn by private letter from Assounn Egypt, that Captain Lewis, of The Buffs, lately A.D.C. to His Excellency Sir George Bowen, has accepted service in the Egyptian Army, and signed an agreement for two years. He gets no active service in Egypt so far, and the dust up to pass his final examination Mr. Caldwell.

probably never know anything about it, but !

The Shen-pao says:-Besides the import of opium, from Kwangtung, the export of tes is a large business in Kinkiang. We have lately heard that on account of the river near Hankow being difficult for steam-boat navigation. all the European tes buyers will ship their tes at Kiukiang this year, and consequently the Chekiang and Canton tea merchants have arrived at Kinkiang in great numbers, to open new establishments for the coming season. All money for the purchass of tes is forwarded through the Chinese Post Office Chang Sui Foong. The tea business in Kinking will no doubt increase year after year.

The Shanghai Courier says that the offices of the China Merchants' Company in Focchow Road, Shanghai, are shortly to be illuminated with electricity. The lamps are now being put in place, and the foundations for the dynamo and engine are being laid. The system will be Edison's Incandescent, which has been found to be the best for general illuminating purposes. The supply of the electricity will be generated on the premises, and the machinery and lamps. the Stamp duty and specific charges on ship- are being put in under the superintendence of Mr. A. Thompson, of the China and Japan Telephone Company.

nan Arsenal has at all times bought munitions to grant his order of discharge. This conduct and if any of your officers come to Hongkong and I sighted before striking was Tongting. and it has been customery for a weiguen to be within the scope of that section, and his Lord. to help them. In England, as everybody knows, not because it was getting thick but because I them. Last winter, 1,000,000 Remington cart- should not be granted, leaving it to any creditors from the regular forces are attached to Volum- how far off I was. It was a little hazy, but did sence. ridges were ordered for Yuman, and they have who might consider themselves injured by the teers, and a great deal of instruction is afforded not thicken till four o'clock. There being 11 been here for several months, but no one has yet bill of sale to take such steps as they might be to them that you cannot get tere. You are de fathoms showed that I was four or five miles off. done to save life. The anchors were ready to would of course have to be thrown to the been deputed by that province to take them away. | advised to upset it as a fraudulent bill of sale. winds, even although no Custom House The manager of Kiangnan Arsenal considers | The bankrupt then obtained his order of disthat Shanghai, being situated on the coast, is too damp for storing munitions of war, and therefore petitioned the higher authorities to send despatch to Yunnan and hasten the arrival of should contribute towards the cost of the the weiguen, who should take charge of the cart-Water Police, and should pay for the main. stridges.

I tion from the Hawaiian Consul-General in this port of a new regulation made by the Hawaiian Government amending the regulations for the control of Chinese immigration into that kingdom. From and after the 1st inst., according to this new regulation, no Chinese passenger shall be landed at any port in the Hawaiian Islands unless such passenger be the bearer of a passport legally issued. The provision in Regulation I. of the Regulations made in September. 1885, which allowed the landing of twentycentribute to the general revenue. The five Chinese passengers from any one vessel-at small charges we have enumerated must be lation. All Chinese passengers to Honoluluset down as expenses incidental to the busi- must therefore, in future be provided with pass-

We have received a preliminary programme of the Police Sports, which are fixed for the 17th inst. The programme contains no less than 50 cents for having been helplessly drunk in the 30 events, and from their varied and in many street on Sunday. cases novel character, the sports should be among O'Toomi, an unemployed Japanese barber, the most interesting that have been held here. was fined 31 for drankenness and disorderly the freedom of the port, it seems All the events commonly met with at athletic conduct. aports are included, and besides those we may mention various others, such as throwing the ham- disorderly conduct in the street. light dues and the tax on bills mer, hop, step, and jump, egg and spoon race, whereas we are at a loss to wrestling by European police in Cumberland style, sword dance, reels, &c.; competition as to the most characteristically dressed Highlander, bag- stealing a brass bowl, value \$1, from the shop of to get them for you. The Light Horse would that I should pass all land at least six miles off. | there at 6 o'clock. It was foggy at the time. I Chinese Imperial Loan of 1884 A-2 per cent sumed in the colony could in any way be pipe competition, bucket of water race, and a one Ng Hoi Tsun, in Wing Lok-street, on the of course be chiefly used for scort purposes—to The compasses on that course ever since I joined did not see the land. I am a native of Singapore. construed into such an infringement. At race in full equipment. There are several tugs 3rd inst., and he was sentenced to six weeks hard do the reconnecting and mounted work. We the ship have not deviated one degree. When The Captain was on the bridge all the time. Chinese Imperial Loan of 1884 B—5 per cen of war, and all are with the condition that no labour and three hours public exposure in the have to teach our cavalry to do an enormous the ship want down we pulled round by her stern The second mate was looking after the lead. present, however, the Legislature is ap- sitting down to pull is allowed, but the compe- stocks at the commencement and end of his amount of this work-all dismounting, one man and tried to make for the beach, being guided The Captain was the same as at all times; the Chinese Imperial Lean of 1884 favour of taxing trade titors will have to stand up to their work.

The French cruiser Roland arrived at Woosung on the 30th ult. from Hongkong. The ironolad frigate Turenne anchored in Side Saddle Bay, and Admiral Ricunier proceeded to Woosung in the Roland, and went on up to Shanghai. The Turenne was expected to get up to Woosung shortly, but her great draught would prevent her ascending the Hwangpoo to Shanghai.

ed to get over the bar between Canton and 1st April.

vette has sustained little if any damage from her

The Shanghai Courier of the 31st ult. says that the transport steamer Leavilen went on a trial trip on the 30th ult., but got aground near Gough Island and was unable to get back that night. We understand that her new boilers, which have been supplied by the Old Dock, were in every way satisfactory. Her engines, which have had The object of his intended visit will be in con- some extensive alterations, in the way of a new high-pressure cylinder, atc., worked admirably, and without a hitch. Captain Simms is still in His Excellency S. Popoff, Russian Minister command, and the engine-room is under the able And on Sunday, from Shanghai, whither His will then, we understand, proceed to some Nor-

> consisting of lions, elephants, tigers, gebus, the "sacred cattle from India, educated dogs, cynocephalus, living serpents, monkeys, emus. birds from Australia, &c., &c., which went pavilions which are erected in their usual place at Bowrington. As may be imagined. the beasts in their cages were objects of very great interest to the Chinese all the way along the route. After landing the animals the Diamante proceeded to her moorings in the harbour, and there discharged the circus baggage, phernslia connected with it into lighters which were taken to Wanchai. As advertised on our

The Diamante, which arrived here yesterday

TELEGRAMS.

London, 3rd April. NEW SERVIAN MINISTRY. A new Ministry has been formed in Service by

THE INTER-UNIVERSITY BOAT RACE. Race by a quarter of a length after a severe

[Last year Oxford won by three and a half O. Murphy, as adjutant, and Lieutenants M. A. lengths. This year's victory gives Cambridge nineteen wins against twenty-three soored by the Dark Blue.—En. D.P.7

SUPREME COURT

5th April. IN BANKEUPTCY.

BEFORE THE HON. SIR GROEGE PHILLIPPO CHIEF JUSTICE.

IN RE GEORGE HOLMES, BANKRUPT. Mr. Wotton appeared for the bankrupt, Mr. Caldwell for the creditors.

The bankrupt now came before the court by adjournment on the application for his discharge. having passed his final examination: His Lordship said that when the bankrupt came court and obtaining his discharge, and it was not in comparison; and therefore I should like to on the top deck as to the fore hatch, when I stopped usual to look very hardly into a small sum like see you—if it can be managed at the range— which was already lowered, with 31 in it, pulled a that being retained by the bankrupt for his ex- practise rapid volley-firing, even if they are little way from the ship, and in about three minutes penses in endeavouring to get his discharge, small volleys—section volleys—because it is she went down, head foremost, in ten fathoms of water. With regard, however, to the bill of sale which necessary in action that you should not only fire the bankrupt gave upon his furniture his with precision, but with rapidity. I should Lordship thought then, and he was still of therefore like to see rapid independent firing,

POLICE COURT.

5th April.

BEFORE MR. E. MACKEAN.

OPIUM CASES.

Au Kan Fun, Ho Chun Hi, Chenng I Shing.

chang Kwai Un, and Yu Apo were all brought

bofore the court on charges of having been in

possession of prepared opium without permits

from the opium farmer, and being convicted

Li Achi, shop coolie, was fined \$3; Fung Kam

Sing, master of a junk, \$25; Ko Man Li \$10;

and Chun Ng \$10, for offences of a similar

Wong Ahoi, unemployed, and Tsoi Aka wer

also convicted of like offences, and in default of

paying penalties of \$100 each they were both

DRUNKENNESS, ETC.

James Smith, unemployed seaman, was fined

Robert Irwin, seamen, was fined 75 cents for

were fined \$5 each.

On our front page will be found an intimaness of the colony, and they make but a small ports.

sent to gaol for three months" hard labour.

Fung Hong.

The British steamer Japanese left Aberdeen Rock. Preparations were at once made this hearing, it merely being shown that in the how two of those ponies do to a gun; but I four saved altogether. I did-not know where dock, and the American ship C. F. Sargent left to lighten the vessel, but fortunately on the Cosmopolitan dock yesterday.

Industrial steamer and process of the hodse was entered by suppose it is an expensive affair to the Municible they were until the Swatew came and picked us breaking a pane of glass in one of the windows pality. They certainly draw them very well; but up, after having picked them up. The Swatew ly high tide, and she was, floated off with- and then unfustening and opening it. When four would be better. I understand that the brought all the eighty-four survivors to the out any trouble. The steamer Hankow pass- the complainant's coolie came home he found the harness sent out to you the other day does not Lightship, and we were there transferred to a ed her when on the way down to Hongkong window open, the wardrobe also broken open and fit? (Major Helliday.—No, Sir).—Well, I must tug-boat and brought up to Shanghai. We have

> The case was remanded. SHANGHAI VOLUNTEER CORPS-

ANNUAL INSPECTION. for the purpose of personally inspecting our local a parently do not work together. I came here ed the Captain about 20 minutes to 5, and he Volunteer Corps, invested the annual inspection expecting to see you a perfect little army. In came up. At 5 o'clock he stopped the ship and this year with an extraordinary degree of interest. fact I should have liked to have devoted a great took a cast of the lead; 9 fathoms, with a mud Tuesday (30th March), the day of the inspection, deal more time to the infantry work; but then bottom. We hauled in the patent log at the to China; is a passenger per the French mail control of Mr. Mershall. The Leegues came up broke wet and gloomy; but fortunately the sky one is here, there and everywhere—first having same time, and it showed 685 miles. The log oleaned in the middle of the day, and the sun a look at the infantry, then at the guns, and so was set at Tongting. The course was then shone out brightly, bringing the ground within on; while if you had worked together, I could altered to S. & W. The engines were then after which she will go to Russell & Co.'s Poo- the Race Course into capital condition for mili- leave watched you all at once. Still, as I said going shead again, full speed. At about 7.39

evolutions of the Volunteers, and those of the their hearts in the right places; and I congratain. He then told me to go out and take men of the Onusto, who attended as an escort for tulate the Municipality on having a body of fine another east of the lead which I was preparing General Cameron; while thousands of Chinese fellows willing to devote their time to the good to do when I heard the engine-room telegraph thronged round the course. The whole Force of the community. mustered in the Central Police Compound at Mr. Peter Maclean, on behalf of the Munici. I went forward, and when I reached as far as the in the face of our large annual surplus, still 29th ult. with Mrs. Forrest in the steamer Meneconsider that necessary, it is important that laws for Europe. Mr. J. N. Jordan remains in West Point, and there landed all the live stock under Captain Barnes Dallas, with whom teers, and said he was perfectly satisfied that the the Captain's orders to get the carpenter to were Lieuts. Noel and Lamond, mustered men would do everything in their power to raise sound the fore hold, and I think he found two 43 officers and men, manning the four guns themselves to the level of the General's expecta- fact of water at that time. I then had orders to recently presented by the British Govern- tions. ment. The Light Horse mimbered 32, under General Cameron deprecated the idea that the trouble in keeping the passengers out of them; command of Lieut. de Malherbe and Adjutant Volunteers had not come up to his expectations; they wanting to put all their clothes and Ing-Hough, Captain Keswick being in attendance but he thought it was an important thing to gage into them. We several times sounded the on General Cameron. Of the four infantry have a sound public opinion, and there were lots fore hold, and found that the water was rapidly

Morrison and Lieuts. Dowdail and Cary; No. 2 | could be made in a day. The Shanghai Volun- | was doing then; but he was about the deck then. had a front of 17 file under Captain Bright, and teers had no doubt done as much as they could. He was below at the time she struck. The last Lients. Anderson and Gurney; No. 3, 16 Ble and they were the nicest lot of fellows he had time I sounded there was twelve feet, and the under Captain Lanning and Lieuts. Burgoyne, seen for a long time, and Lewis; and No. 4, Il file, under Captain | The Corps, led by Mr. Maclean, then gave After getting the two lifeboats, with the Danenberg and Lient. Sonna. The Infantry three hearty cheers for the General, who bade passengers, firemen, and some sailors, lowered Companies thus numbered, with officers, ser- them good evening and left with his staff. The with orders to await us. I went aft to lower geants, and supernumeraries, upwards of 160 Volunteers then marched to the Police Com- away the two outters. While lowering away the men, and the whole Force, including the Band pound. In dismissing the men, Mujor Holliday port one, somebody said -I could not say who it under Chev. M. Vela and the American Force remarked that General Cameron had perhaps was—that there was one boat gone. I then went from the Omaha, totalled fully 400 men. The been a little rough on them-indespecially on round to the starboard side, and saw the star-Volunteer Force was under command of Major the officers-considering that the inspection had board outtor hanging by the forward tackle, the

pound, attended by Lieut. Somerville and Capt. News. Keswick, and individually inspected every member of the Corps. The whole Force then marched off to the Race-course by way of Honan and

Nanking Roads. Captain Selfridge, of the U.S.S. Omiha; had spontaneously offered to provide an escort from Cambridge won the Inter-University Boat his ship to accompany the General and the offer had been accepted. The escort consisted of 130 marines and sailors, under the command of Lieut W. W. Gilpstrick, with Lieut. P. St. Shufeldt, C. H. Harlow, G. and W. Brown and Cadets J. W. Tawresoy and G. R. Evans.

After the review General Cameron said-Major Holiday, officers, non-commissioned officers, and men of the Shanghai Volunteers, it has afforded me very great pleasure to come here and inspect this Corps, composed, I believe, of all nationalities, and forming a very good specimen of how well all people—Volunteers and others pull together in this Settlement. Nothing could afford me greater pleasure than to see everybody shoulder to shoulder for the common good. I have had a great deal to do with Volunteers. I had 73,000 under my command in the Northern District, representing one-third of all the Volunteers in England; and therefore I ought to know something about Velunibers 1 am colonel 8.W. by S. 2 S. March 18th, at 2.40 a.m. someles in of a Volunteer regiment at home, and I il fathoms, mad bottom; kept ship on sumo course. take the greatest interest in volunteering; is a.m. came on dense fog. 5 a.m. stopped engines and and whatever I say you may depend upon it is said for their good. The best friend again in 9 fathoms: kent ship on same course. About is always the one who speaks openly, and 7.80 s.m., as near as I can remember, stopped eagines and flies are at present their most active tormen. who represented some of the creditors, did not New, taking Volunteers in general—and I hope I sighted land right ahead. Put engines full speed ment of Hongkong. It was my watch be. Last year's New Malwa \$540 to 580 per picul. tors. Colonel Graves, Major Jackson, and Lieut.

Mitford have obtained a short leave of absence.

The annual meeting of the Shanghai General Chamber of Commerce was to have been held on number of members present to form a quorum, so the meeting was adjourned to that day week.

The annual meeting was adjourned to that day week.

The annual meeting of the sharghai General count of the bankrapt, and he meeting was adjourned to that day week.

The annual meeting of the Shanghai General count was not a sufficient in the heads of the count. His so the meeting was adjourned to that day week.

The annual meeting of the sharghaiders in the heads of the count of the bankrapt and he count. His so the meeting was adjourned to that day week.

The annual meeting of the Shanghai General count was not a sufficient in the heads of the count. His so the meeting was adjourned to that day week.

The annual meeting of the sharghaiders in the heads of the count was not a sufficient of the bankrapt and he count. His so the meeting was adjourned to that day week.

The annual meeting of the Shanghai General count was not a sufficient of the count to the regard to the count of the bankrapt, and he discharge of the who have been with me in England, and who also know something about Volunteers on the whole you compare the propose further than to call the attention of the count was not a sufficient of the count of the bankrapt was not a sufficient of the count of the bankrapt was not a sufficient of the count of the bankrapt was not a sufficient of the count of the bankrapt was not a sufficient of the count of the bankrapt was not a sufficient of the count of the bankrapt was not a sufficient of the count of the count of the bankrapt was not a sufficient of the count of the count of the bankrapt was not a sufficient of the count of the bankrapt was not a sufficient of the count of the bankrapt was not a sufficient of the count of the bankrapt was not a sufficient of the count of the bankrapt was not a sufficient of the count of the bankrap oppose his passing, or a day being fixed for his I am not speaking humbug; I have got some estern, and helm hard-a-port; but unfortunately she low when the ship struck. I came off watch The annual meeting of the shareholders in the ton had been able to give with regard to his Selangor Tin Mining Company of Shanghal, client's conduct in the matter, and he had taken in their sixty and seventy drills a year; and you place to boach the ship, but could not do so, as I been called by the boy. I immediately came which was to have been held on the same day, was also adjourned to the 5th April in consequence of the absence of the absence of the Chairman, Mr. Drummond.

The matter of the matter, and he had taken to have been held on the same day, some further time to consider the case, as he was do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. K pt ship on do not do that, I know. I do not suppose there could searcely see a ship's length. The ship on do not do that, I know. I do not suppose there could searcely see a ship's length. The ship on do not do that, I know. I do not s signing the passage tickets and receipts, his expect to do in such a very short time is to lay done. The passagers were put into the life-bouts, machine. I took soundings between 2.30 and

into habit of changing your range and firing a minute and a half or two minutes. When she doing—and I think I said the same thing to you for the shore immediately, to beach the vessel. has to be applied. You have to know exactly what safety. I have been in the Seewe three years, stages of the attack. That of course is not to be | Hisshans twice.

must be members here who have gone through to islands? than any other profession. Now with regard to her on a safe course, as there is a very strong the cavalry, I understand you have no carbines; tide there and the ship is not a fast boat. She they had, in all probability the vessel would have they have been applied for, but it has not been is supposed to be a nine-knot boat. She was floated Ching Atuk, fishmonger, was convicted of possible to supply them. I hope we shall be able drawing eighteen feet. I felt quite confident

Choi Asau was sentenced to six months' hard pouring in a rapid fire and then getting on their S.W. point of the Taichow Islands. We were think I could see a few hundred yards. I saw labour for stealing six hams belonging to Sin horses and off again. Now I hope you have about two hours or two hours and a half in the nothing till the ship struck. Afu, godown keeper in the employ of the Kow thought of that, and that it is intended to train boats after leaving the ship, before landing. This was all the evidence, and the Court room CHARGE OF BURGLARY AGAINST PORTUGUESE. Saturday that you had no outpost work, or say ed afraid at first to let us land. Afterwards they had a clear outpost was again opened, and thing of that sort; and I think a little attention divided up the crow and took them into different the following finding was read:— Gensalves de Souza, Maximiniano Vicente de might be paid to that. With regard to drill, houses and supplied them with everything they Finding and Order of the Naval Court, held at Aguila, Sinibaldo Sanches, and Joso Antonio there is nothing like making a lot of movements wanted. We were very kindly treated indeed. Souza were brought up in englody charged with one after another as rapidly as possible at The passengers and some sailors landed on the On Saturday afternoon a mishap befel the burglariously breaking into the house of Francis the trot. I have had something like six batta- north of the islands. Their beats shoved off U.S.S. corvette Alert, Captain Barolay. The College, signalmen at Victoria Peak, and stealing lions, and that is how we did. We knocked without orders, and I never saw them again. vessel left Canton at high water that afternoon therefrom a telescope, a fewling piece, four them about at the trot; and it was marvellous They were in the two life-boats. There were meler, arrived here yesterday from Amoy, which for Hongkong, in charge of a pilot, but she fail- handkerchiefs, &co., to the value of \$120, on the how we got them to work. That sort of work thirty-two with us, in one boat, and the rest-Whampon, and went aground on the Spark Only a small amount of evidence was taken at With regard to the Artillery, well I do not know we had only one boat left. There were eighty.

> yesterday morning, and the Aleri was then lying the contents overhauled. The deak also had been help you in that. Write to me what you want, all lost everything, saving nothing but what wo at anchor a short distance from the place where opened and ransacked, and the articles stated she went aground. It is believed that the corwer missing.
>
> The officer of the watch was the for you. I think I have said all that I have Second Mate, and the Second Engineer was on to say; I did not come here to make speeches, watch in the engine-room. We had one sailer and I did not come here simply to inspect on the look-out. I was on the bridge myself was perhaps a more instructive day to me than besides the lookout. I intended to pass outside to-day; but I thought I should see you all Taicker Islands; we never go inside even in The fact that His Excellency Major-General working together—the three arms of the ser- fine weather, except in the typhoon season.

Companies, No. 1 showed 26 file, under Captain of people who seemed to think that a soldier gaining. I cannot say what the Chief Mate

Holliday; and Surgeon-Major Handerson was to be held before they were fully prepared for lafter part of the boat being smashed. I then him; but this was better than giving them too did my best to get the men that were in the water Soon after 3 o'clock the inspecting officer, much sugar. They would bear the lesson in on board, with ropes. We pulled the second General Cameron, arrived at the Police Com- mind for the next training season.—N. C. Dilly compradore on board by means of a rope, and

> THE LOSS OF THE INDO-CHINA STEAMER "SEEWO."

A Naval Court of Inquiry was held at the Supreme Court, Shanghai, on the 27th March to investigate the circumstances attending the loss of the Indo-China S. N. Co.'s steamer Seewo near the Taichow Islands. The Court was composed of Mr. C. M. Ford, H.B.M.'s Vice-Consul, President; Lieut, J. E. Mills, H.M.S. Pogasus; Capt. G. Serivener, P. & O. steamer Hydriepes, land Capt. N. G. Geake, steamer Glenroy, Richard Hankinson said-I am a master

mariner. Previous to joining the Indo-China S. N. Co.'s employ, I was in command of a sailing yessel. I was appointed to the command of the Indo-China Co.'s steamer Seews in October, 1885. I hold a Hongkong certificate, dated 1882. My certificate was lost in the Securo.

Captain Hankinson then read the following:-Lor of the steamer Sessio, from Shanghai towards.

Left Shanghai 17th March, at 8 a.m., had moderate and hazy westher; passed Steep Island at 8.39; altered course for Tongting, which was passed at 10.55 signee, it was usual in these cases to allow the tary firing all shooting in action is combined the ship com nonced to settle dawn fast. I stopped bankrupt some means of appearing before the firing; individual firing plays a very small part on the bridge and kept her going till I saw the water

R. HANKINSON, M ister. Frances Wilde, Mate. T. R. GALSWOETHY, 2nd Mate. opinion, that the bankrupt's conduct was highly rapid volley-firing, and so on. Major Holliday By the Court-The crew were Chinese. The reprehensible. He had obtained time from the | will know exactly what I mean. In every Volun- | compradoro had three or four hundred dollars court under circumstances which he ought not | teer force, although the mass of the men may not | about him, and all the Chinese who were drownto have so taken advantage of. His Lordship had have very much time to devote to soldiering, at |ed had dollars about them. The second officer looked the matter over, and he had considered all ovents there must be some who will be able was heaving the lead when she struck. We were the construction placed upon the 142nd Section to afford more time for it than others; going about ten knots. I considered it neces of the Bankruptcy Act in a decision by Lord and the great thing is to have a certain nucleus sary to go full speed to counteract tide. I was Westbury. In this decision it was held that -a certain number of officers who are able to going inside the islands. I have marked the unless a bankrupt brought himself within this teach the others what to do. Now as far as I course on this chart (handed in). The ship's The Shanghai Hupao states that the Kiang. 142nd Section the court had no power to refuse can assist you I will do everything in my power; papers and everything was lost. The last land pendent very much upon yourselves; and there- I was bound to Amoy and Swatow. We passed let go. fore I think it would be a very good thing if you inside the Hieshans and outside Kwashan. When could have even a very smal portion of your I was lewering the bests I had stopped the ship. number better instructed. I hear that your When the ship struck I had an idea that it was lectures for officers—and I an sorry I have not on some part of the Taichows. I was alongside had an opportunity of attending one are merely | the breakers all the time and I could not see the beyond that. Drill is nothing in itself. It is very | mainland; but I found the water shallowing all

regard to attack practice, what you have been none in the after hold, and I was anxious to make

learnt in a day. I speak to a very intelligent | The President—Do you usually keep the vescommunity. I should say, in Shanghai. There sol at full speed in a fog when you are quite closed in the engine-room when I left. the training that is found necessary in Captain Hankinson—It all depends on the foreign armies, and they will tell you that it strength of the tide. At that time I contakes more trouble perhaps to make a good soldier sidered it necessary to go at full speed to keep

perhaps holding four or five horses and the others by the breakers. We landed on an island at the Second Mate the same; neither was drunk,

the cavalry in that sort of work. I was told on There were some people on the island, who seem | was cleared,

at the helt is neither good for horse nor man, about fifty -- in the two life-boats. After they left

you. I came to afford you instruction, and from about half past four till the time she what assistance I could in every way. Saturday struck. We had a quartermaster on the bridge, Cameron, Commander in Chief of the Forces in vice envalry, infantry, and guns. Then we Thomas Rydor Galaworthy said-I was Second Hongkong and the Straits Settlements, had should have got through the work much quicker, Mate of the Sector. I was on watch when she

offered to make a trip to Shanghai this season and it would have been much simpler. But you struck; I went on watch at four o'clock. I calltung Wharves and there complete her carge by tary evolutions. The residents of the Settle-before, I am very much pleased to see so fine a I noticed some muddy water alongside, in pattaking in the war materials an Rhodor. She ments assembled in hundreds to watch the body of men together—with, I am quite sure, ches, and I remarked on it to the Capring, and shortly afterwards sighted the breakers.

> water was then up to our anchors outside. tried to get the rope over to two more men who

water, when the rope slipped, and I did not see anything more of them. Two men had been saved before I went there. I then went round to the port cutter again, and lowered it into the water, getting the remainder of the crew into it. The Captain then came aft and told us to get into the boats, as the ship was going down. We all got into the boat, and pulled off a little distance from the ship, which went down shortly afterwards. I did not see anything of the other The expenses of the Court, fixed at £6 12s. are boats. We steered about S. W., and after some time pulling made land and got ashore. There were 32 in that boat. After two days and two nights on the island, we were relieved by the steamer Swatow, which brought usas for as Tungsha Lightship, and from thence to Shanghai we came by the steam-tug Fokelin. Wy were very well treated on the island-in fact, with extreme kindness. They had only one sheep on the

were drowning, and got them partly out of the

island, and they wanted to kill that for us. The Court then adjourned till the afternoon, and the sitting was resumed at 1.30 p.m.-Mr. Galsworthy, Second Officer, said—I hold certificate of competency, granted at Hongkong, as chief mate.

By Captain Hankinson-Soundings were taken at 6 a.m., giving nine fathoms. By the Court—The steam whistle was sounded. at intervals from four o'clock to the time the

Spencer Gharles Cooper Wild, Chief Officer of the Sesmo, said-I hold a certificate of points out what there is to be improved. to get a cast of the lead; but before it could be here competency, as Master, issued by the Govern-Lordship intimated that he thought it was done a good foundation—to have a good system of with part of the crew, and ordered to keep close to 2 40 with it, without stopping the ship. It is Ow FARIS.— Lordship intimated that he thought it was done without due regard to the responsibility he was instruction; so that if danger comes and you instruction; so that if danger comes and you have a good interesting, but he was of opinion that he had been more than sufficiently punished for any reckless; nesshemight have displayed in that matter. It was nesshemight have displayed in that matter. It was no construction and or instruction; so that if danger comes and you the ship of the ship to the ship of the ship to the ship the ship of the ship to stop the vessel. It is don't not necessary with Walker's Sounding Machine to stop the vessel. It is don't necessary with Walker's Sounding Machine to stop the vessel. It is don't necessary with Walker's Sounding Machine to stop the vessel. It is don't necessary with Walker's Sounding Machine to stop the vessel. It is don't necessary with Walker's Sounding Machine to stop the vessel. It is don't necessary with Walker's Sounding Machine to stop the ship to the shi hesshemight have displayed in that matter. It was a practice, his Lordship was informed, which was carried on by all passage brokers in the colony in the ordinary course of business. With regard to the \$240 in cash which the bankrupt had kept in hand and not handed over to the Official As.

I was a total and not handed over to the Official As.

Scon and I was a total and not have a very fair system the boat and throwing the men into the water. Three tackie noming on, pulling the stern reaction out or the beat and throwing the men into the water. Three of instruction; but there ought to be a little men or deck again, and there was no posse bility of seven the others, as they was character out or the beat and throwing the men into the water. Three of instruction; but there ought to be a little men were harded up on deck again, and there was no posse bility of earling the starboard cutter was capsized. I had trouble the starboard cutter was capsized. I had trouble the starboard cutter was capsized. I had trouble with the passengers, who tried to crowd into the boats. No European was at the boat that carried on the starboard cutter was capsized. I had trouble the starboard cutter was capsized. I had trouble with the passengers, who tried to crowd into the boats. No European was at the boat that carried on Calcuttation. laway. When I heard of this I want aft. I do not know who was lowering the boat. The quartermasters were Manilamen. I saw the boat On Shanghal.hanging at the davits, by the bow, and the people were in the water. The boat had apparently been filled with luggage, as I saw several bundles floating. The boat was hanging in the water by bow tackle. I assisted the Second Mate in rescuing the No. 2 compradors; the steward and boy had been got on board before I arrived aft. I went away in the boat with the Captain and the rest. We had a compass in this boat. We were

very well treated on the island. By the Court :- I did not think it was too thick for the ship to be going full-speed during North China Insurance-Tls. 300 per share.

Yangtsze Insurance Association—Tis. 125 per In answer to the Court, the Captain said that it was not always customary to have boat stations, | Chinese Insurance Company, Limited-\$185 per as the crews of coast steamers were changed so of war for the use of the province of Yunnan, on the part of Mr. Holmes did not bring him want to learn, I will do everything in my power sounded at 2.40, having passed Tongting at 10.55. often that it was impossible to have that plan On Tai Insurance Company, Limited-Tle. 148 carried out. The officers had not been sent to |. sent to Shanghai, who would take charge of ship saw no reason why the order of discharge a certain number of non-commissioned officers had not seen Pathecock and I wanted to find out their various stations, as he required their pre- Canton Insurance Office, Limited-\$85 per

James Mackay Robb-I was second engineer of the Sector. I was on watch in the engine-room when the ship struck. I went on watch at four o'clock. The first order that was telegraphed Hongkong, Canton, and Macao Steamboat Co.'s was to stop. This was at 5 a.m.; at 5 minutes lectures on ordinary drill. But it ought to go land, so I could not shape a direct course for the past 5, full speed shead; at 7.30 a.m., full-speed Indo China Steam Navigation Co.'s Sharesstern. I continued to keep the engines necessary, but it is only an instrument. What the time so I thought I was right in shaping the going astern for 5 minutes, when the order can drill do, until it is applied! You must learn course I did. The boat's fall did not carry away: was given to stop going astern. After this I —30 per cent. discount, nominal. how to apply it; and there a lecture, as a preli- it slipped off the pin in the act of lowering. I do was working the engines as ordered by tolegraph. Couglas Steamship Company, Limited—\$525 minary to practice on the ground, is a very useful not know who was lowering it. We threw ropes I think that the engines were stopped about 15 thing. I do not know whether it can be man- and got everybody I possibly could to haul them or 20 minutes before the ship went down. All Hongkong Gas Company's Shares-\$120 per aged—I am only speaking of things as they up. I was told that they seized hold of one and orders were obeyed as given. I saw the boat share.

Hongkong Hotel Company's Shares—\$1923 per occur to me :- but if something like the war other in the water and some were killed in that carried away. The third engineer had then regame could be got up, which contains all the way. Every effort was made by the officers to lieved me. I went up to find out if the vessel principles of war, I think it would be a very save them. When I saw there was no chance of was making water. Just as I got on deck I saw good thing. Then I think it would be a very saving any more of those in the water, I tried to the boat full of bundles and 9 or 10 people in it. good thing to introduce Morres's tubes. They take the ship ashore to save the rest of the It was then being lowered by Chinese. I could China Sugar Refining Company (Debentures)are used everywhere now. They would get you people. When she struck she remained on only not say whether these were members of the crew or not. Some of the stewards: boys were Luzon Sugar Refining Company, Limited-\$74 quickly at whatever object may be presented; came off, the wells were sounded at once, and I around it at the time. I did all I could to save and I think you would like the practice. With found seven feet of water in the forehold, but those in the water. I went down in the engine- Hongkong Ice Company's Shares-1145 pe room again. I was not the last down. The Hongkong and China Bakery Company, Limited on Saturday—is mere drill; and that of cour e I felt quite confident that she was in perfect I had got the third down to assist in getting the pumps started on the forehold. I had sent a man Perak Tin Mining and Smelting Company to do in all the circumstances of the different and all the time I have only been outside the to call both him and the Chief. The man never came back to the engine room. The Captain was Punjom and Sunghie Dua Samantan Mining the last man off the ship. There was no water The question was then asked if there were no

> collision bulkheads. The Captain stated that there were, but they did not come up higher than the lower deck. If Hongkong Rope Manufacturing Company, Li-

Quartermaster-I was at the whoel. I went

H.B.M.'s Consulate, Shanghai, 27th March. 1888, to investigate the circumstances attending the less of the British steamer Scene, of London, Official No. 82,846, on the morning of the 18th of March, and the cause of such loss, and to enquire into the conduct of the Master and Crew of the said vessel. The Seewo was an iron steamship of 1,098 tons

register, Official No. 82,846, built at Aberdeen, and belonging to the port of London. It appears from the evidence given before this Court that she sailed from Shanghai on or about Wodnesday, the 17th day of March, 1886, bound for Amoy and Swatow, with a cargo of general merchandise, and a crew of 38 hands all told, as well as 53 passengers, in all 91 souls, of whom six were Europeans. That she proceeded with moderate and hozy wenther till she passed the island of Tongting at 10.55 p.m., distant two miles That she was steered on a safe and proper course to clear the Hieshau Islands. That at 4 a.m., 18th March, a dense fog came on, and at 5 am. the ship was stopped, and soundings taken, there still being a dense fog, and the gourse altered to take the ship six miles outside the Taichow group, That at 6 a.m. soundings were again taken, and again at 7.30 a.m. the engines were stopped in order to take another sounding, when land was sighted right ahead, and the ship struck on what proved to be the Shang Rock, the engines going astern full speed at the time. That the ship then backed off, and efforts were made to find a place to beach her, but owing to the dense fog and the uncertain position of the ship, no special course could be shaped to ensure reaching the shore, and that she eventually sank in ten fathoms of water shortly after 9 o'clock s.m. That when the boats were being lowered, the feremost fall of the starboard outter was unfortunately let go, but by whom there is no evidence to show, which cansed the stern of the boat to be drawn out, throwing ten Chinese, who were already in the boat, into the water. with the result that seven of them were drown-

clear away the bests, which we did. I found great The Court having regard to the circumstances above stated finds as follows:-That considering the state of the weather, the Master, Richard Hunkinson, should have slackened speed, and that he committed an error in judgment in not doing so. At the same time taking into consideration the good departure he had from Tongting, and the frequent soundings taken, which tended to verify his supposed position when he altered the course at 5 a.m., the Court is of opinion that in every respect be was navigating his ship with great care. The Court, therefore, does not propose to deal with the certificate of the said Richard Hankinson, but reprimends him severely, and cantions him to be more careful in the future. That after the vessel struck, the Master and officers seem to have done everything in their power to save the ship and avert loss of life. That when the men were thrown into the water. by the accident to the boat, every effort was made to resoue them, and that three out of the ten upset were picked up, the ship being stopped until all chance of saving the other seven

That no blame whatever appears to attach to the Master or officers for the lamentable loss of life that occurred. That the Court desires specially to direct the attention of the Board of Trade to the great

perienced at the hands of the natives on the Taichow Island.

and unusual kindness that the survivors ex-

Dated Shangbai, 27th March, 1886. COLIN M. FORD. H.B.M.'s Vice-Consul, and President of the Gourt John F. Mills. Liout. H.M.S. Pegasus. GEO. SCRIVENER,

Master British steamer Hydaspes.

Master British steamer Glenroy

W. J. GEARE,

COMMERCIAL INTELLIGENCE.

MONDAY, 5th April.

Quotations are :-l'his year's New Malwa \$520 per picul, allce, of (alice, of a catty. Patns (New) .......\$5371 to 540 per chest.

Bensies (New) ..... 5321 to 535 EXCHANGE. Telegraphic Transfer ......3/31 Bank Bills, on demand. Bank Bills, at 30 days' sight......3/3: Bank Bills, at 4 months' sight .....3/3 Oredits, at 4 months' sight......3/45 Documentary Bills, at 4 months' Bank Bills on demand Credits, at 4 months' sight ......4.22 Credits, 60 days' sight ...........82 Telegraphic Transfer ......220 Bank, on demand Bank, on demand Bank, at sight ......72

SHARES. Quotations are: Hongkong and Shanghai Bank Shares-189 per cent, premium, sales and buyers. nion Insurance Society of Canton, Limited-\$480 per share. China Traders' Insurance Company's Shares—

Private, 3 days sight ......724

per share. The Chief Mate deposed that everything was Hongkong Fire Insurance Company's Shares-5384 per sbare, buyers. China Fire Insurance Company's Shares-\$82

per share, buyers. Hongkong and Whampos Dock Company's Shares 85 per cent. prem., sellers. Shares—379 per share premium, bayers.

5 per cent, discount. China and Manila Steamship Company, Limited China Sugar Refining Company, Limited-\$100 per share, sellers.

I por cont. premium, nominal. per share. share, sellers. -\$120 per ahare.

-\$15 per share, nominal. Company, Limited-\$11 per share, sales and Selangor Tin Mining Company—\$5 per share Perak Sugar Cultivation Company-Tls. 18 pe

mited-\$60 per share, sellers. Hongkong and Macao Glass Manufacturing Co., Limited .-- Far. nominal.

## HONGKONG TEMPERATURE. [(Prou Massas. Parcorne & Cale Recurres.) Thermometer -0 4.M. Themometer 4 P.M. 72 Thermometer-! r.w. (Wet bulb)...... 75 Therraometer -i v. w. (Wet bulb) Thermometer-Maximum CHINA COAST METROROLOGICAL REGISTER. 4th April, 1836, at 1 r. st. 5th April, 1996, at 10 A.M. The Barometer is nearly stationary and gradicate are very gentle. The temperature and humidity are high and the W. DOBERCK. Hongkong Observatory, 5th April, 1886.

METEOROLOGICAL REGISTER.

Temperature ....... Humidity ..... Direction of wind ... E.S.E. Weather .... 1. -Basowerss reduced to 31 degrees Fabrenist and to

he level of the ses in inches, tenthe and bundredthe. 2. -Thursanton's in the shade in degrees Pahrenheit. 3.—Hunthery in percentage of enturation, the humidity of air enturature with mainture being 100.

5.—Direction of the Wind according to Bosefort Scale.

7.—State of the Weather: B. blue sky; C. detached clouds; D. deisslingmin; F. fag; G. gloomy; H. bail; L. light-

ning; C. overcast; P. passing chowers; Q. equally; R. rain; 5. enow; T. thunder; V. vaibility; W. dew (wet).

7.—Rain; in inches, tenths and hundredths. W. DOBERCK. Hongkong Observatory, 5th April, 1886.

## NEWS FOR THE FRENCH MAIL.

THE SPIRIT LICENCE BILL.

## THE NEW STAMP BILL.

\$15, over \$300, \$30.

The following are the principal alterations \$2; on articles of elerkation, from \$50 to \$100; lengines were started again at dead slow until land. \$2; on bank choques, from 2 cents to 3 cents; on ped and the engines reversed, and a cast of the 43 feet within ten miles of that. on demand the present duty is 2 cents. Under were set to work at full speed. At 5.45 I altered to Eastward, to where I thought I should be. the new schedule the duty on "bills of exchange | the course to S.W. by W. 1 W., with about the | Thou at 7 o'clock on the morning of the 17th, driwn out of but payable on demand within the same deviation. When I set the engines at full what was your object in altering your course colony, not being a cheque and bearing the date speed I went on the forecastle head to see if I from W. S. W. to W. by S. P Had you any speon which it was made" the duty is 5 cents. On could see any signs of land as the fog had lifted | old object in doing so ?-Yes, I had run more other bills of exchange except a cheque or bank from the water quite clearly. I altered the course than my distance by the log in going down so

	h —	44		
w	PRESEN	T SCALE.		
Und	er \$10		<b>F</b>	rea
**	850		2 ce	nts
	8250	*** * *** *** ***	5	
, н	\$500		10	••
	\$1,000		20	
*1	\$2,000		50	.41
	\$3,000		\$1.00	
11	¥ 35.000		81.50	
P1	\$10.000		\$3.00	
. 91	\$15,000	#	\$3.00	
Every	additional \$5,000			cent

" \$ 1,000 , \$ 2,000, ...... \$1.00

, \$ 2,000 ,, \$ 3,000, ...... \$2.0d) \$ 3,000 .. \$ 5,000 ...... \$3.00 \$ 5,000 ,, \$10,000. ..... \$4.00 Every\$ 5,000 additional or part } \$1.00

duty has been altered as follows :---

PRESENT SCALE. If the original duty is If the original duty is and \$10 exceeding \$1,000, to \$1.50 and \$15 re- could again answer her helm the ship had gone distance off, and the same weather continued and then went upon the rocks. spectively. The duty on instruments under seal about two cable's lengths, or 300 yards, in a during the night until 4 a.m., when he relieved not otherwise charged for is increased from \$10 W.S.W. direction, and grounded on the White | the second officer. The weather was then thick, | altered on the morning of the 17th.

PRESENT SCALE. Per \$100. Per \$100. One year ....00.10 cts. One year .....00.15 cts. thirty years 00.75 cts. thirty years \$1.25.

bate, from \$1 for every \$100 to \$2; on settle steamer had anchored. It then came on thick twelve and one. amount, \$5.

## THE LOSS OF THE STEAMER "BRECONSHIRE."

MARINE COURT OF INQUIRY.

steamer Amätista. E. Pope applying for the Court, as follows :your holding on court of inquiry at this port with reforence to the stranding of my ship, the S.S. Breconshire, on the White Rocks during thick weather

on the 17th inst.-I am, &c., W. E. POPE. Master. The President also read the warrant from H.

ing of the court. The following evidence was taken.

however, make provision for beer licences as apart | the engines, which had been stopped for a cast | remained on board, while the rest went | shore | soundings did not agree with their reckening from general licences, a provision which the of the lead, were started again dead slow. At by the hawser. On the Saturday the wind still they concluded that they were not in the posi-Justices at their last meeting expressed the 4.50 the fog was clearing a little, and the engines | continued, and we found it impossible to salve | tion they had imagined. The ship was steering opinion ought to be made. This point will no were put at half speed. About 5.20 the ship was any more cargo that day. The water was in- W. by S. at the time; he had nothing to do with doubt receive consideration when the Bill is in stopped and the engines reversed to take the way creasing in the engine room, there being seven setting that course. Before the vessel struck Committee, now that it has been officially men- off the ship, and a cast was taken with the deep or eight feet of water iff the -That night the ship the rocks ahead were reported from the bridge tioned by the licensing body. The fees to be sea lead by the chief officer, giving 43 fathoms, commenced to bump heavily again, and at one by the fourth officer. Witness was in the chart paid for public house and adjunct licences are as The engines were then started again at dead a.m. on Sunday morning, the 21st, the remain- room at the time, and he can out at once and put follows: - When the annual valuation of the pre- slow. At 5.55 the fog lifted, and the engines | der on baard the ship were obliged to go ashore. | the helm hard a starboard. When he came out he mises occupied is under \$1,000, \$240 a year; un | were put full speed shead. Towards eight o'clock | The boiler and engine room was then full of saw rocks reaching from the starboard beam to It appears evident to the court that the Breconder \$3,000, \$360; over \$3,000, \$490. Grocers' it was getting foggy again, and a cast of the water, and the ship was settling down aft. After right ahead. The engines were stopped. The licenses, allowing of the sale of spirits and wine load was taken again at eight o'clock, giving we had landed about ten minutes the ship's stern called for someone to go forward to the by the buttle, and wholesale licences are intro- 43 fathoms again. At ten o'clock another disappeared under water, being submerged as forecastle, and witness went, and when he got duced, the fer being \$200 per annum. This cast was taken, and 36 fathoms, with mud. far as the engine room skylight. On Sunday the there the vessel struck. The vessel first slightly will mean a considerable addition to the were found. At 11 o'clock, being in the weather moderated towards noon, and the Tai- touched something with her keel, and passed revenue, as all the stores will take out neighbourhood of Turnabeat Island. I altered was came round about noon. There being no over it, and then she immediately ran on the retail licences and there are few hongs which the course to S.W. by W. I W. with about 2 lighters then, I made an agreement with rocks. It was near Turnabout that he thought do not deal in wines; spirits, etc., whole degrees of westerly deviation, expecting possi- the salver to salve the cargo by means he saw land on the 16th; he thought he just saw Bale. Esting houses are also to be licensed, bly to see Turnabost, as we could see a good dis- of the junks, and we continued salving cargo the loom of the land. the fee being 830 s year. There are now a large tance at times. The first mate said he could see until two o'clock on Monday morning. The President-Why were you in the chart number of so-called coffee houses and restaurants land, but could not distinguish it, at about noon. | coolies refused to work longer, as they wanted | room with the captain consulting about the chart in the colony, some of which are little better At noon the course was altered to S.W. by W., a rest, until six c'clock. The greater part of the just, before the ship struck? Were you in doubt than brothels. The bringing of these houses with about two degrees of westerly deviation, crew of the Taiwan were put on the work on about your position; Inder control is one of the most important About ten minutes past noon the position was Sunday afternoon. The fourth mate remained | Witness-No, I cannot say that we were; I

features of the Bill. The licence is to be paid taken by dead recokoning, placing the ship at on board with me. The engineers assisted during do not know what I was in the chart room for by all persons who shall keep an esting house, 25.19 N and 126 E. The engines were eased to the day. On Monday morning the Glengarry then. I believe the captain was in the chart colling house, refreshment bur or salcon, re- slow, and at about 12.25 stopped and reversed, and came on the way to Swatow, and some of the room when I went in. I do not remember that staurant, or other place where meals or refresh. a cast of the lead was taken, giving 37 fathoms, orew were taken on to Swatow, and afterwards anything was said between us; we were not conmants are supplied to persons not resident on the | with mud, it being than thick. The engines | to Hongkong. On Tuesday we continued salv- sulting. The captain had consulted with me premises. Any person licensed under this pro- were started again at slow. At 12.40 the for ing cargo, and the Taiwan not being required, before about our position on the chart. The capt vision who shall permit drunkenness or other lifted, and engines were again put at full was sent to Swatow. It came onto blow hard on tain had the chart there when I went in. disorderly conduct in his house, or suffer any un speed. Up to about 4 o'clock it continued that night, and the gunboat Z phyr, which had By the Court—On that morning there was only lawful games or warning therein, or parmit any foggy, with light, variable winds. As it be- been standing by us since Saturday, signalled one observation taken. I did not take it; Captain public prostitute to frequent his house, will be came thicker towards four o'clock we took that she could remain by us no longer. As the Pope took it and I marked the time; I never lighte to the penalties provided by the Ordinance. another cast of the lead, and found 13 fathoms. ship was breaking up and the weather becoming marked the position on the chart myself. For Chinese spirit licetions the following is the From four o'clock to midnight we had light vari- bad I decided to go on board the Zephyr, and By Captain Pope-Witness relieved the scale of fees :- Where the annual valuation of able winds and hazy weather. At midnight, af- we went off in a steam launch to her at about fourth officer on the watch at about ten the house is nuder \$200. \$5 a month, under \$300. ter easing the engines, we took another east of the three o'clock in the morning. We endeavoured minutes past nine, before the ship struck,

out, the fog having lifted off the water, and as | And what object had you in setting your southward, and about three to the northward. the meeting. there was every appearance of it clearing up for course W. by S.: what were you steering for ?-

position was laid on the chart, using the latitude | 20 fathom line marked on the chart. soundings obtained. This position on the chart of the 17th, at 3.35, was any land to be seen?—No. gave as well clear of the Lammocks and White Rooks, being 23.10 N. lat. by account, and 117.16 Westward about seven or eight miles. E.long. I consulted with the second mate, who had I think you say that when you were near our own separate chronometers at the time, and saw land? see if I could see anything on the bridge, having been in the chart room about ten minutes. The Was he at all positive about it?—No, I looked warried been in the chart room about ten minutes. The was fourth bolders, the amount of the shares being incontent in this part of China éasily to become share of coolies. Besides the sports themselves, into the chart room about ten minutes. The war of the shares being incontent teresting as they all were, there were other atwhistle was kept blowing in order that if the half an hour myself, but I could make nothing officer of the Breconshire, and held a second siderable. The subdivision of the old shares by tractions. Ever ready to come forward for the the fog gun. It had then come on hazy and cast of the lead was taken by an officer, and of the 17th witness went on the bridge at 8 40,000, and these 40,000 shares at 820 paid up. Northamptonshire Regiment, under Mr. Moran, thick again. To further verify my position I the last two I saw myself, and I was perfectly c'clock, and relieved the chief officer. He left will represent \$800,000, which the Company will was upon the ground discoursing sweet music; bottomry bonds and average statements are to be tared 20 cents for every hundred dollars, in
be tared 20 cents for every hundred dollars, in
be tared 20 cents for every hundred dollars, in
was composed as tollows:—Stewards—Major Turner, Sergt. Major Turne are increased from 10 cents to 15 cents for every | called the second mate, and I went off the upper. hundred dollars, and copy charters from \$1 and bridge into the chart room with him with the \$2 for vessels under and over 200 tons respect further idea of putting the ship into her right did you allow for the times you stopped and whistle was constantly sounded. witness pulling the sum of \$300,000 now standing in the Books —Lieut, the Hon. A. Lightbart, and Lieut. tively to 31.50 and 33. The duty on a co-part. position on the chart. I was in the chart room. altered speed ?-Yes. nership doed is increased from \$2 to \$3; on a about four minutes, having left the fourth mate | Were you satisfied with the conduct of your had been sounding it before he came up, and transferred to the Capital Account, making the fully declaration of trust from \$10 to \$15; and on a to keep a lookout while I was in the chart room. officers before and after the collision - Yes. deed of wift, from \$25 to \$50. The scale for After I had been that time in the chart room the John Henry Wild said he was chief officer duplicates of documents chargeable with stamp fourth mate reported rocks right ahead and on of the Breconshire, and held a master's certhe starboard bow. I immediately came out of the tificate, No. 99,800. On the voyage from chart room, ordered the helm hard a starboard, Nagasaki observations were taken on the 14th captain, who was in the chart room, and stopped telegraphed to the engines to stop, and then full March, witness taking the meridian altitude, the engines and put them full speed astern. ed by Mr. M. A. CARVALHO, the following resoluspeed aztern. The ship was coming round fast the captain and second officer doing the same. When the captain came on the bridge he tion was adopted :-Under \$1 ... same duty Under \$2 .... same duty to port, and I had no anxiety as to clearing the On the 15th the weather was rather hazy and at once repeated the orders witness, had just

to \$15; on leases in consideration of a sum of Rocks. The Lammock Lighthouse bore about and the engines were eased to dead slow, and at 4 By Captain Pope—Witness was positive from money paid in the way of premium if without N.E. magnetic. About five or ten minutes after o'clock soundings were taken, giving 26 fathoms, memory that the course was W. S. W. Captain rent, from 30 cents for every \$100 to 50 cents. On the ship was ashore I was able to see that light. At five o'clock soundings were taken again, giv. Pepe had left the bridge about four minutes when leases at a rent the scale is amended as follows:— house. I should mention after nine o'clock, as ing 24 fathoms. The weather cleared up about the ship struck, and as he left he gave orders to the said Company into shares of such amount as the pulled is greater, such as there have been here it appeared to be becoming foggy again, an able half past five, and at 5.14 the engines were witness to stop the ship if the whether came on Company in meeting shall direct. seaman was ordered to go upon the lookout, and put at full speed. The weather was then thicker. It did not come on thicker after the remain there to report anything he saw. When moderately clear, and they could see about captain left the bridge. Witness saw the rocks I went into the chart room I told the fourth eight miles all round. The weather conjust before the lookout sang out. The captain cates held by the former holder or transfer or shall be Three years 00.25 cts.

Three years 00.25 cts.

Thirty years 00.50 cts.

Thirty years 00.75 cts.

Three years 00.75 cts.

Thirty years 00.75 cts.

Three years 00.60 cts.

Thirty years 00.75 cts.

Three years 00.75 cts.

Th further remark that we heard no fog gun, and that till the ship struck. The first thing was hear- on the watch with the captain because the third | the shares transferred to him; and if any of the shares the man on the lookout reported the rocks after ing something reported from forward, and im- mate was ill.

E. the Acting Governor authorising the hold- which the water was getting, and the pumps the passage out they had had cause to put him were set to work to try to keep the water under. in irons. Finding it was impossible to lighten the yessel the British steamer Breconshire, and hold jettison any more cargo at noon, as I was ex- lookout.

s certificate of competency No. 17050. I pecting help every minute from Swatow. Being left Naga-aki on the voyage to London then about the top of high water, we then warp-next morning, and Hamburg via Hongkong on the 13th ed again on the cable, the engines going full and Hamburg via Hongkong on the 13th ed again on the cable, the engines going full
March with a general earge. At time of leaving speed extern the whole time. The water gained the weather was cloudy, and the wind was from on the pumps about a foot an heur. I than sent the N. W. The water gained on the pumps about a foot an heur. I than sent the N. W. The water gained on the pumps about a foot an heur. I than sent the wind was from on the pumps about a foot an heur. I than sent the wind was from the pumps about a foot an heur. I than sent the wind was from on the pumps about a foot an heur. I than sent the wind was from the pumps about a foot an heur. I than sent the wind was from the pumps about a foot an heur. I than sent the wind was from the pumps about a foot an heur. I than sent the wind was from the court was again cleared for over half an molaimed for two years after notice thereof is given may be forfeited by the directors for the benefit of the four was again cleared for over half an molaimed for two years after notice thereof is given may be forfeited by the directors for the benefit of the four was again cleared for over half an molaimed for two years after notice thereof is given may be forfeited by the directors for the benefit of the four was again cleared for over half an molaimed for two years after notice thereof is given may be forfeited by the directors for the benefit of the four was again cleared for over half an molaimed for two years after notice thereof is given may be forfeited by the directors for the benefit of the four was again cleared for over half an molaimed for two years after notice thereof is given may be forfeited by the directors for the benefit of the four was again of the following in the following for the f at 4 p.m. at 10 a.m. at 4 p.m. March with a general cargo. At time of leaving speed astern the whole time. The water gained the N.W. The ship was properly manued, the ship's chronometer and pipers off to the equipped, and found, and the draught was 21 Newchwang, which was still in attendance. I then Breconshire, and as such it was part of his daty feet 8 inches aft, and 18 feet 9 inches for found it was impracticable to heave over cargo, at sea to assist the captain in navigating the We find that the British steamor Breconshire, ward. Nothing of importance occurred until as there was about 16 feet of water in the fore- ship. On the voyage from Nagasaki they got the 16th. The ship's position was taken by hold, and I decided to wait until assistance came sights on the 14th March, and again on the 15th, observation on the 14th inst., when she was placed from Swatow. The Newshwanz left for Swatow i but on the 16th they were unable to take sights on the chart on lat. 30.41, and long. 126.43. At in the afternoon (Thursday). She returned on account of the fog. On that day the ship noon on the 15th her lat. was found at 28.17, and from Swatow the next night, bringing word that | was laid off on the chart, but he did not remem- That at the time of leaving the ship was fully herlongitude 112.57. Up till that time there were the Taiwan, with lighters was coming down to ber whether it was by dead reckening or how. He light winds and clear weather. In the afternoon our assistance. The Taiwan arrived at about could remember that there was no land sighted, there were occasional fogs. At midnight sound- 11 a.m. on the 19th. She immediately sent the but he did not remember anything more about ings were taken at 30 fathoms. At a.m. of the lighters alongside, and commenced lightening what was done on the 16th, as it was some time 16th there were light winds and fog at times, and the ship fore and aft. This was continued until ago now. He did not remember whether the we'could see about one or two miles. The steam five p.m. The water in the meantime had been sounding made on that day agreed with the dead whistle was kept going as a precautionary mea- getting into the mainhold, being 17ft. Sin. deep reckoning. The chief officer thought he saw land sure in case of fishing boats being about. At 3.50- in the forehold, and 17 feet in the mainhold. on the starboard beam about noon on the 16th, the engines were eased, as the feg became The engineer then informed me that the water and he called witness's attention to it. Witness thicker. At 4 o'clock a cast of the lead was was coming into the engine room. About five also thought he saw it too, but he was not sure. taken, giving 47 fathoms. The course on the o'clock in the afternoon there came on a sudden Afterwards he thought it could not have been 15th from noon till 6 p.m. was S.W. 2 W. burst from the N.E. The sea ruse fast, and the land by the subsequent soundings, which he by compass, with three degrees of deviation. At lighters had to leave the ship, the Thiwan going heard were too deep to be near land. On the six e'clock the course was altered to S. round to leeward of the rocks. I then got a 17th they got sights at about 8.30; he and the W., two degrees westerly of deviation. At hawser out from the bow, finding that the boats captain took the sights together, and they both nine, o'clock the course was S. W. + S. which were out were getting smashed alongside, agreed. He did not then assist the captain to The Spirit Licence Bill, read a first time at | two degrees deviation Westerly. At midnight That night, about eleven o'clock, the ship was | mark the position off on the chart, but the capthe last meeting of the Legislative Council, con- it was S. W. 1 S., two degrees Westerly deviation. bumping heavily, and the boats having been all tain had soundings taken, when 27 fathoms of so'idates the present law relating to licenoes and | That was so up to one o'clock, when the course was smashed, it was deemed advisable to land the crew, | water were found. Ho, then assisted the captain introduces sundry amendments. It does not, altered to S. W. & S. At a quarter past four the boatswain, fourth officer salver and myself to mark off their position on the chart. As the

How far could you see then ?- Southward and

And when you made up your dead reckoning

10 cents for every \$100 to 15 cents; and on speed astern: Having some lady passengers on ed the forecastle the ship struck. Witness then certificate No. 16220. He produced his engine good prima facie evidence of the title of the share | ded with large iron nails. "This titanic weapon transfers, assignments, etc., the present duty is board I ordered the boats to be got out in the went on to describe the measures taken after the room log, which he said was filled up from a slate holder to whom the same shall be issued to the shares weighed about 300 lbs., and the Indian lifted it doubled. Notarial Acts are to be charged \$2 event of the ship going down aft. I also had the ship struck. He found 12 feet of water in the linstead of \$1, notes of protest 50 cents instead of \$1, notes of protest 50 cents instead of \$2, notes of protest 50 cents instead of \$3, notes

ments from 30 cents per \$100 to 50 cents, and again, and I ordered the kedge anchor to be got By the Court—At the time witness left the the engine room door when the telegraph rung helder who may hold the requisite number of shares. on transfers of shares the duty is raised from out aft, the engines having been stopped in the dock the course of the vessel was W. by S.; and at 9.49, and he immediately want down. There 10 cents for every \$100 to the following:-If meantime, as they had a tendency to bring storn the speed ten knots. Witness knew that the were two engineers in the engine room at the complete, 15 cents per \$100; if incomplete, 50 | round and lay the ship bodily on the rocks. After soundings taken by the lead and the position on time. He remained below until the vessel cents per \$100; and on transfers for a nominal getting the kedge away on the starboard quarter | the chart marked by dead reckening did not cor- | struck. the engines were set again full speed astern, and respond. The captain told him he thought | Captain Pope was asked whother he desired to at the time heaving on the kedge cable. This the soundings were the most to be relied upon. call any further evidence, and he said he desired had no effect on the ship, the kedge com- He knew that the soundings were correct, no one to be called unless it was the steersman to ing home on account of the sandy bottom. as he had taken some himself. The captain clear up the point as to what course he was steer-We then got another kedge out and hove did not consult him when changing his course ing on the morning of the 17th. on that, setting the engines estern again, on the morning of the 17th, but he said he The President said they were quite satisfied This kedge also came home again. We then was expecting to see land, and he was forward, as to that, and there could be no need to call the A Marine Court of Inquiry to investigate the got both kedges out again by the boats, and we looking auxiously for land. When witness saw steersman upon that point. circumstances surrounding the loss of this steamer have on them, and worked the engines astern. how deep the soundings were at the time they | Captain Pope said there was no one else he was opened at the Harbour Office, Hongkong. The largest kedge came home again, and the thought they were about Turnabout he thought desired to call. on the 1st instant, the Court being composed of smaller one held. This did not affect the ship he must have been mistaken in supposing that. The Court was then cleared, and when it was Commander R. M. Rumsey. R.N. (Harbour at all, she was swinging free aft, and we attempt. he had seen land. The whistle was sounded about re opened an hour afterwards the President said

Master) President; Lieut. G. S. Keigwin, R.N.; ed to get out the strong a minute on the morning before the vessel they had opened the court for the purpose of as-Thomas Gray Pocock, master, British steamer two life bouts. It was put out on the starboard struck; he thought it could have been heard about certaining from the master of the ship whether Thales; and James Hamlin, master, British quarter, and this anchor also give home, but the five inites off. When the sails were set there was a he had anything further to say. The court was smallest kedge still hold, and the tide falling we | very light breeze, they did just draw and that was of opinion that they had sufficient evidence be The President read a letter from Captain W. concluded it was no use trying to move the ship, all, they did not rander the speed of the vessel foro them then, and they had no desire for any and we coused the attempt, and kept the cable any assistance. He did not hear the fog gun more, but if Captain Pope had anything further DEAR SIR.—The remainder of my crew having been on the kedge as tight as we could. I then or fired from the Lammock's before the ship struck. to put before them they should be happy to hear forwarded here from Swatow. I shall be obliged by dered them to jettison cargo, which was con- he saw it fired afterwards. At that time the it tinuod until about seven p.m. We again com- ship could have been seen from the Lammooks. menced jettisoning at twelve that night, throw . By the Captain. The man on the lookout on courses the vesselwas taking. ing overboard antimony and bags of wheat, but the forecastle on the morning the vessel struck | The President Do you mean this S.W. by owing to the small number of the hands we was on the articles as an able seaman. Witness W. course the ressel was said to be steering on could not throw muck overboard, at four did not consider he was a reliable man, however, the morning of the 17th? because we are quite o'clock we got to work tipon the forehold, into judging by his conduct. On one occasion on satisfied as to that

Captain Pope said—I am master of enough to get her off I ordered the hands not to whether it was advisable to have put him on the charts. He then proceeded to show on the charts the courses laid down from that point.

Robert Scobey said he was second mate of the

lead, finding 30 fathoms, with grey sand. At 5 to make for Swatow, but finding the weather too and about half-past nine the fourth mate again p.m. I should have said the course was altered to rough to go over the bar if was thought safest relieved him. Witness could not remember B. W. & W., about two degrees westerly devia- to come on to Hongkong, and we proceeded whether the captain called him into the chart tion, and continued this course. At 2 a.m. on the hither. I put in my official log and the chart room. This was witness's first voyage in a of the above ()ompany was held at the Company's mile. Robin Grey then came out, closely attend-17th there were light winds and misty weather. by which I navigated the ship.

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17th there were light winds and misty weather. by which I navigated the ship was a ship made in the present scale of stamp duties by the seconds simply as a precautionary measure. At and after that Captain on deck. He believed the rectors to transfer part of the ground he lost at the start. schedule to the new Bill :- The fee for adjudics- 3.45 it was getting foggy again and the engines examined. He was referred to his chart and engines were revorsed as well as stopped be- the capital account and to amend the Articles of After passing the Rock Armadale assumptions. tion as to the am wint of stamp duty to be levied were eased to half speed. At four o'clock the the position by striking out Articles Nos. 15, 20, ing position and coming into the straight had on any document is raised from SI to 82; the engines were eased to dead slow, and a cast of said he put his positions by dead reckoning lings were taken the ship was stopped dead, 31 and 85, and Nos. 122 to 127 inclusive and the race well in hand, winning easily by three duty on an arbitration award is raised from \$1 to | the lead was taken, giving 36 fathous, sand. The whom he believed he was near Turnabout Is- and witnesses showed what kind of bottom the substituting in lieu thereof Articles providing lengths. Yanity Fair came up well at the finish. Saxton and Smith, Gunda Singh and Sourcest soundings gave. Captain Pops told witness for the sub-division of the existing shares of collaring Robin Grey on the post and making a Singh, Sindap Singh and I ar Singh, Bulk on an attracted copy of any local ment, from \$1 to | 5.15, when it was very thick. The ship was stop- | The President—But there are no soundings of that the position by observation gave a great \$100 of the said Company and for the payment | dead heat for second place. Time, 2min, 14sec. deal less water than the soundings. Witness of dividend and bonus and for the formation of bank notes, from two-thirds per cent. per cent to three-quarters. On bills of exchange payable 5.40 a.m. the fog was cleared off and the engines | wrong with the soundings and Ishaped my course | in the chart room before the ship struck. Wit- or paytial payment of dividend. There were | THE ROYAL ARTILLERY ATHLETIC ness was confident that the soundings were cor. present Hou. W. Keswick (Chairman), Hon. P. rectly taken. When the vessel was near the Ryrie, Messrs, A. McIver, J. B. Elias, F. A. Lammocks he heard no gun nor any signal; they Gomes (Directors), A. S. Cohen, J. B. Gomes, passed from three to four miles distant from Juny J.A. Carvalho, H.N. Mody, A. E. Vaucher. with the batteries of Royal Artiflery stationed them, and witness thought they ought to have M. A. Carvalho, G. S. Coxon, J. A. Cunha, N. in Hongkong came off very successfully on Saturheard the fog gun. At the time the observa- J. Gomes, S. A. Joseph, and T. Arnold (Secre- day, the 3rd inst. The event was favoured with note the scale of duty has been amended as at 6.30 to W. S. W., same deviation. At 7.10 I for eastward, and not seeing anything it justified follows:—

fine weather, though somewhat hot for the say they could see seven or eight miles to the The Secretary read the notice convening competitors, and the ground was in very good

it was fairly clear then.

side, about a mile on the starboard said. The witness had also heard it before eight o'clook. About ten minutes after he came on deck witness saw rock ahead and on the starboard bow. He ordered the helm hard a-starboard, called for the From \$ 1 to \$10 ... \$1 From \$ 2 to \$10 ..... \$2 rocks. When the ship had swung about three foggy. On the 16th no observations were taken given. The vassel's head paid off about two From \$10 to \$20....\$2 From \$10 to \$20....\$4 points I felt something catch the port keel close at noon on account of the fog. The observation points and a half when she struck on her port to the forefoot, I should imagine in about 18 feet had given 25.19 N., and 120.06 E. The weather keel, and after that she would not pay off any of water. The rebound of this sent the ship again. continued foggy at intervals, during the day, more, but came round starboard against her. By the Court—Witness did not see the course | the Company from the last mentioned day and be nom-

The duty on letters of hypothecation is they were seen by the fourth officer. After the mediately afterwards he heard the telegraph rung. - Edwin Charles Phillips said he was chief en-

25 conts, and insurance policies instead of being water and the remaining holds quite dry. Short- ing. The rest of his evidence was of a corrobo- at eight o'clock on the 17th the vessel was going said.

charged a uniform rate of ten cents are to be by afterwards the steamer Newchwang hove in rative character.

The rest of his evidence was of a corrobo- at eight o'clock on the 17th the vessel was going said.

No. at full speed ahead, at 9.9 they received order to No. 85 .- No person shall be eligible to the office of exhibition the prizes were, presented to the surof attorney is increased from \$2 to \$3; on pro- with the passengers to the Newchwang, which but he could not be sure. That was between speed attorn. At 9.55 the order was given to vote of the shareholders present at any orlinary stop, and the vessel was ashore. Witness was by | meeting voting for the election of directors any share-

Captain Pope-Nothing further than the

Captain Pope said he thought there was some mistake as to the course he took from Turna bout. The President-The question then arises The positions were marked on two or three nothing further he wished to state.

oficial number 79674. William Edwin Pope, master, who holds an extra master's certificate No. 07090, left Nagasaki on the 13th March last on a voyage to London via Hongkong.

manned and found for the voyage. That at noon on the 15th March the position of scratch races took place on the Racecourse,

careful and creditable manner until the morning of the 17th, though we are of opinion that reckoning, preferring to be guided more by the soundings, which are shown to be very ir-

Chat on the 17th, at about 7 a.m., a course was set W. by S. which we are of opinion was not a safe and proper course under the circumstances, and that the master afterwards obtained an observation, the result of which should have shown him his errors; and the Mr. Hohnke's Max, 11st...... (Sa Ull) reasons given by him for adopting this course, we are of opinion, do not justify him in so doing, and we consider that this was the direct Mr. C. S. Taylor's Fiddlestick, 11st. (Goodman) cause of the loss of the ship.

the casualty, and the conduct of the master under the circumstances are creditable to bim. shire must have passed within about two miles of the Lammocks in weather in which it was reasonable to expect that the fog signals there of her steam whistle.

The court is of opinion that blams must be attributed to the master for setting an unsafe course on the morning of the 17th, and his cortificate is therefore suspended for three months from this date. Given under our hands this 2nd day of April,

R. MUREAY RUMSEY, R. Com. R.N. (President of the Court.) GEORGE S. KEIGWIN. Nav. Lieut, R.N. TROMAS GRAY POCOCK. Master Mariner. THOS. HAMLIN, Master S. S. Amatista.

HOVGKONG, CANTON, AND MACAO STEAMBOAT COMPANY.

LIMITED.

Resolved .- That the sum of \$200,000 part of paid up Capital of the Company \$900,000 divided into Mr. J. B. Gomes seconded, and the resolution was carried unanimously. On the motion of the Hon. P. RYRIE, second-

Resolved.—That clauses Nos. 15, 20, 31, and 85 and

and do form portion of the Articles of Association of

bered Nos. 15, 20, 31 and 85, and Nos. 122 to 127 inclusive. That is to say: No. 15.—That the board may with the sanction of a special resolution of the Company previously given in meeting sub-divide the existing shares of \$100 each of different conditions, where the distance to be No. 20.—No person shall hold at one time more than 4.000 shares in the company.

included in the certificate or certificates so given up

but has not hold them for the specific period be aprolative ested a director.

XVI.—Dividend, Bonus, Reserve Fund, and Fund for the equalisation of Dividends. 122.-The directors shall ascertain half yearly the net profits of the Company from the time of the last proceding statement of accounts and profits for the previous half year (or in the first instance from the the other competitors, and after a very close commencement of the business of the Company) up to the other competitors, the time at which their report shall be ima cand after contest the former won.

the Company, and 2.—What sum, if any, they recommend to be appro-

priated to the payment of a dividend for the then past half-year.

3.—The directors may r commend what sum, if any, shall be set asid as a reserve fund for the equalization or p yment or partial payment of widends and may from time to time at ply such fund or any portion of such fund in payment or partial payment or equalization of dividends in such man-

aff-yearly meeting and such meeting shall sanction or distance behind Powell, third. Fime, 11secs refuse to sanction such appropriation or any part thereof

124.—Whonever the Depreciation and Insurance fund shall amount to Four hundred thousand dollars no further appropriation shall be made thereto and whonever the Special Fund for the equalization of dividents shall amount to \$30,000 no further appro-priation shall be made thereto. 115 .- No unpaid interest, tonns, or dividend shall ever bear interests a against the Company.

126 .- The Directors may deduct from interest, bonus dividends payable to any shareholder all sums of whether it was advisable to have put him on the charts. He then proceeded to show on the lookout.

The court adjourned at this stage until 10.30

The positions were marked on two or three charts of the court that there was advisable to have put him on the charts. He then proceeded to show on the charts the courses laid down from that point.

The court adjourned at this stage until 10.30

The positions were marked on two or three charts the court that there was considering that there was that is payable shall be given to each harmonist the court and of the locked to show on the charts. He then proceeded to show on the charts the court that there was that is payable shall be given to each harmonist to the court and of the locked to show on the charts. He then proceeded to show on the charts, because of any interest, because of any interest, because of with a good performance, considering that there was no run. titled thereto, and any interest, borns, or dividents

> The CHAIRMAN—That is all the business, gentlemen. There will be a confirmatory meeting on Tuesday, the 20th instant, at three o'clock.

SCRATCH RACES AT HONGKONG.

On Saturday afternoon, the 3rd inst., two the ship was Lat. 28.17 N., and long. 122.57 lone for ponies that had never won a race, E. and that soon after this the weather catch weights over list, and one for all became thick and foggy, and continued so ponies, weight for inches according to the until the 17th, when the vessel struck on Hongkong Jonkey Club scale. In the first the White Rocks, where she became a total irace there were eight entries, of whom seven faced the starter, and in the second six We find that the master navigated the ship in a entries, of whom five came out. The prizes were presented by Messrs. Geo. Falconer & Co. and Messra. C. J. Gaupp & Co. There was a he did not show sufficient confidence in his good attendance of the public and the events excited considerable interest. Major Cochrane Sapper Kennedy, Corpl. Hampton, R.E., Nun seted as judge, Messrs. G. S. Coxon and Vajor Singh, and Ganda Singh,

> clerk of the scales. The MAIDENS' CUP, presented by Messrs, Geo. | Falconer & Co., added to a Sweepstakes of 35 each, for ponies that have never, won a race, catch weights over 11st. Distance, once round.

Mr. Fraser-Smith's Lochnagar, 11st...... Mr. P. Jordan's Kadi, ..... (Asang) (Mr. Quincey)

Mr. Fraser-Smith's Lochaber, 11st... (Mr. S. Goldring) Mr. M. L. Salamon's Cortachy, 11st ...... (Mr. A. W. Quinton)

The field was got away to a capital start at the would have been made use of, and that at this first attempt. Loohnagur went off with the lead. time the Breconshire was making constant use | Fiddlestick second. Max soon came out of the ruck | into third place, gradually overhouling the second pony, and at the opposite side of the course was well clear of him, Lochnagar still leading by about three lengths. Turning the hend into the straight Max draw up on the leader and coming down took first place, winning easily by a length and a half, with three lengths between second and third. Time, 2min. 6sec.

The RACERS' PLATE, presented by Messrs. C. J. Gaupp & Co., added to a Swoopstakes of S5 | B Companies. The terms were better match d

Mr. T. Renfrew's Armadale, (late Whiteohapel), 11st. 41bs. .....(Sa UII) Mr. Fraser-Smith's Robin Gray, 11st. 4lbs. Major Cochrane's Vanity Fair, 11st. 4lbs. (Goodman) Mr. Freser-Smith's Shamrock, 10st, 121bs... (Mr. Quincey)

Shamrock swerved at the start and got left way. He won pretty easily at the finish, howbehind. The others were despatched on even An extraordinary meeting of the shareholders | terms and kept close company for the first half

SPORTS.

The annual athletic meeting in connection order. The Artillery Sports are always among At about half-past nine that morning the ship The CHAIRMAN-Gantlemen, the notice that the most interesting which take place in Honga bright day. I loosened the sails to dry. There It was perfectly clear then, and I was steering for struck; he could see about three miles round. has been published indicates clearly the purpose kong, and they are consequently very largely at- Singh, Vengay, and Ensur Singh. was a light air from the N. E. which induced me | the bank between the Lammocks and Breaker | Between nine and half-past the captain ordered | for which you have been their practice toto set them. The course was continued and an Point. I considered I was quite safe in doing a man to go on the lookout on the forecastle in day. The Directors, at the argust request of make a regular day of the occasion, and this year observation was obtained at 8.35, when the ship's | this, and I did it with the object of striking the case the weather became thicker. At the time some of the largest shareholders in the Company, was no exception to the rule, the first event being haps. heleft the bridge-about 9.30-he considered the have taken the step to recommend to the share- commenced shortly after half-past ten a.m. As by account, and taking into consideration the When your sights were taken on the morning ship was being navigated with perfect safety; holders the appropriation out of the reserve fund may be supposed the attendance of other than way having a bad stamble, but just recovering of \$300,000 the sum of \$200,000, thereby com- military spectators was small during the fore- himself as the man before him fell. By the Court-When soundings were taken, pleting the paid-up capital of the Company, noon but in the afternoon, when the cares of which gave 27 fathoms, that morning the deep sea which will leave in the reserve fund the sum business were over, crowds of people came upon hand lead was used, witness taking the soundings. of \$100,000. In making such an alteration it the ground; the stand was filled with ladies, and between McHugh and Wassawa Singh. The worked the sights with myself, each of us using Turnsbout Island the mate said he thought he was also deemed desirable that the shares should the enclosures with European members of the former took all his hurdles clear, and won by patent land (Sir Henry Thompson's) was used. be subdivided so as to increase their number community, while the Cricket Ground was about three yards. Time, 224 secs. both agreed as to the ship's position. I went to . How far could you see then!-Three to four The hand lead was used when the vessel was sufficiently to onable all residents interested lined the whole way round with a multitude Lammocks light keepers heard it they might fire out. There were not five minutes alike. Every mate's certificate, No. 025271. On the morning five will make the number of shares amount to edification of the public, the Band of the got a cast of the lead at nine o'clock, giving 27 satisfied with the depths of water given, and I saw for breakfast at nine, being relieved by the have paid up. I have no doubt that the change while the grotesque element was supplied as Holt, Gunner Knight, Corporal Brown, Southat fathoms, with gravel and sand, the ship having the marks on the lead line myself. I thought second officer, whom he again relieved about half will be one which will be one wh been stopped, and engines reversed. By the po- if we got to the Lammocks they must hear our past nine. When he left the deck the weather was consolidate its power. Before putting the re- about half a dozen men from the batteries, Promissory notes, which under the present scale and they would be sure to fire the gun. clear, and they would be sure to fire the gun their skids and handspikes at the gunfire, and they were steering S. W. by W. solutions, if any gentleman has any questions to whose performance seemed to cause much amuse. The strangements were admirable, and they would be sure to fire the gunfire, and they would be sure to fire the new Bill are to be taxed 5 cents for every hun. be either to the northward or south-eastward of fired the gun after we were ashere, when the fog deed dollars or part thereof. Respondentia and less the control of the lead was taken, the formation, I shall be very happy to answer the reflected great credit on the management, which he was besten on the run in by Corporal Brown. The supposed position, and I thought there was lifted, and I could see the smoke from the gun. was composed as follows: -Stewards - Major Time, 15 secs. stead of 10 cents as at present. Charter parties and I remained on the bridge. About 9.40 I. What was your full speed?—A little over ten still going at full speed speed?—A little over ten still going a Committee Sergt. Major Turner, Sergt. Major Havildar-Major Akbal Singh; Judges-Major Riddell and Capt. Baldock; Clerks of the Course. it by the captain's orders. The second officer of the Company to the credit of a Reserve Fund be Laurie; Starter-Lieut. Breeks; Referee-Col. Crawford; Hon. Sec. - Lieut. Anderson, During the afternoon H. E. the Acting Governor and the Hon. Sir George Phillippo were upon the ground, as were also Colonels Foster and Craw-T ford, and nearly all the officers of the Garrison. Throughout almost all the sports the English and Indian members of the force competed together without distinction, and evidently with the best feeling on either side, and of war the Artillery have evidently a powerful easily. adopted the style of pulling used by The Buffs when they were here—sitting down and hauling hand-over hand. For short pulls such as those on Saturday, 15 feet, this style is probably the

before, pulling the whole team over the line. The Volunteer race was an event which was watched with much interest. Sergt Tomnot being included on the programme. This was shall be retained by the transferor, a new certificate | a feat of strength performance by a stalwart gun doubled, that on mortgages is increased from ship struck the engines were kept going full He at once ran forward, and by the time he reach. gineer of the Breconshire, holding a first clean duction of any such certificates shall, at all times, be looking club, of gigantic proportions, and stud-

most effective, but it would be useless under

it for a second or two by one arm. After this

charged as follows, viz., where the amount does sight. Being then quite clear she was signalised not exceed \$500, 5 cents; \$1,000, 10 cents; exwanted immediate assistance," and the steamer to Captain Pope witness said he stand by, then to slow, stop, then full speed astern, and at 9.17 full speed about Turnabout on the starboard beam, but he could not he starboard beam, and at 9.17 full speed about Turnabout on the starboard beam, but he could not he starboard beam, and at 9.17 full speed astern. The duty on powers bore flown on us. I despatched the second officer to stop, and immediately after full coding the day of cloudion, unless by the unaumous of the contract of the con The events were as follow :--THEOWING THE CRICKET BALL. Let prize, \$3 2nd prize, \$2.

Entries: - Gunnord McHugh, Black, Dence man, and Kennedy, Bombr. Kirby, Luscars Abtar Singh, Gunhal Singh, Sadoo Singh, and Nan Singh. The Indians were not in it, their throwing being very feeble. Dearman and Kirby distant

making due prevision for all liabilities of the Company pending up to such time shall declare:

1.—What sum, if any, they recommend to be appropriated to the Depreciation and Insurance fund of YARDS' RACE (Europeans). 1st prize, 85: 2nd prize, \$3; 3rd prize, \$2. Entries:—Gunners Powell, Ashbrooke, Columb

line. Dearman, Davis, and Tugwood, and Bombr. Gunner Powell was winner of this event 10st year, and for part of the way down he look at lika raposting his success. Gunner Dearman same up well about half wiy down, however, and beit him by about half a yard after a fine strikner as they may doem fit.

123.—This report shall be laid before the or linery gle. Bombr. Campbell was only about the same

> Gunner Dearman ..... Gunnar Powell ..... Bombr. Campbell PUTTING THE SHOT, 1st prize, \$2; 2nd prize, \$1. Entries :- Gunners Ma Hugh, Whittingham. Royaton, Cadman, Saxton, and Dorman, Lu-

oars Jewar Singh, Dilip Singh, and Keller McHugh and Royston distanced the other competitors, but one of the Indians perform

\$5; 2nd prize, \$3; 3rd prize, \$2. There were nine entries, who got off to a graid tart. Ahmad Deen at once ran to the from. and keeping his lead all the way down he won by about two yards, good third. Time, 112 secs.

Ahmad Dean ..... Gunda Singh..... · Vengay ...... LONG JUMP. 1st prize, \$2; 2nd prize. \$1 Entries: -Gunners McHugh, Dourman, Cororals Ahmad Deen, Vengay, and Jewar Sin '1. After a good contest, in which Ahmud Don

was ahead for some time, McHugh made the Ganner McHugh (18ft. 3jin.) ..... 1 Corpl. Ahmad Deen (17ft. 55in.) ... 2 HALF MILE RACE, open to Garrison. 1st prize. \$6; 2nd prize, \$4; 3rd prize, \$2. Entries-Gunners Powell, Knight, Davis,

After going a lap Powell, the winner of the Davies as starters, and Mr. Fraser Smith as Garrison race at the Amateur Sports, took the lead, closely followed by Gunda Singh. These two went away from the rest, the Indian sticking close to Powell all the way. Coming into the straight the latter collared Powell who easily shook him off, however, and wen by about six yards. Davis just beat Nun Singh for third place.

Time, 2m,  $20\frac{1}{2}$  secs. Gunner Powell Ganda Singh ..... Gannee Davis TUG OF WAR, BATTERIES, R.A. 1st prize, 55. The teams were ten strong each, representing

the Laucashire, or 1/1 Battery, and the Easter. or 5/1 Battery. The competition was the b two of three pulls. The Lancashira men Web the heavier team and the better drilled. the word heave the Lancushire min all keet down and pulled hand over hand in regulheaves getting the requisite 15 foot over in Ma seconds. When ends were changed the Eastern men adopted their opponents' tactics, but without avail, and their were pulled over this time in 64 secs. The pull over was 15 feet.

Lancashire Battery TUG OF WAR, COMPANIES GUN LASCARS The conditions of pulling were the same as in the last event, ten man representing each A a each, for all ponies, weight for inches accord- than the last two, but A. Charpany had the ing to Hongkong Jockey Club scale. Dis- bulance of strangth, and pulling in good style they got the B men over lu 20h secs. The ancond pull was better contested than the first, occupying 35½ secs.

A Company ...... 1 QUARTER MILD KACE. | 1st prizs, \$5; 2nd prizs \$3; 3rd prize, \$2. Entries:-Gunners Powell Davis Dearman and Luscar Gunda Singh. Powell soon had the lead, and his old opponing Mr. P. Jordan's Reefer, 10st. 12lbs. (Asang) 0 Gunda Singh stuck close to him as usual all the

Gunda Singh

100 YARDS' THREE LEGGED RACE. Ist prize. \$3; 2nd prize, \$2; 3rd prize, \$1. Entries :- Gunra Lordon and Holt, Corol. Brown and Br. Campbell, Grant Collins and Tr. Singh and Gundak Singh. McGuirk and Collins. running capital style, won by eight or nine yards.

Tr. McGuirk Gunr. Collins. Corpl. Bown Br. Campball Gunda Singh Southat Sing

120 YARDS' HURDLE RACE. '1st prize, \$5; 2nd prize, \$3; 3rd prize, \$2. Entries: - Gunners Saxton, Hoy, Worsley, Walker, McHugh, Wassawa Singh, Souchat First heat—Essur Singh won a rather pror race, each of the three competitors having mis-

Second heat—McHugh won in a rather fluxey Third heat—Wassawa Singh won easily.

Gunner McHugh Wassawa Singh 100 YARDS' SKID AND HANDSPIKE RACE. 1st.

prize, \$3; 2nd prize, \$2; 3rd prize, \$1. Entries: Gunners Royston, Collins, Bombr. First heat—The competitors had to pick up

Corporal Brown Gunner Royaton Second heat-Good race between the t nen, won by a yard. Time, 175 secs. Gunner Collins Gunner Knight Final heat-Royston was first away again, bu Brown's speed was again too much for him, and he was beaten on the way down by two yards.

Corporal Brown Gunner Royston High Jump. alst prize, \$2; 2nd prize, \$1 ewar Singh, and Vengay....

Entries: -Gunners -Saxton, Powell, How Hoy failed first, then Saxton and Jewar Singh Powell jumped very neatly, and beat the Indian 

Vengay (4ft. 8%in.) ...... 00 YARDS' VETERANS' RACE (12 years' service on soratch 1 vard start for every complete veur over). 1st prize, \$5; 2nd prize, \$3; 3rd prize,

Entries:-Master Gunner Long (scratch), Corpl. Davidson (4 yards), Vongay (3 yards), Sergt. Crawford (5 yards), Sergt. Bearode (6 gards), Gunners Crosson and Clark (8 yards). Vengay won easy, coming in with a some sault. Time, 12secs.

Vengay (3 yards) ..... Corpl. Davidson (4 yards) Master Gunner Long (scratch) ..... in respect thereof shall be issued to him, and the pro- lascar, who came forward with a most remarkable 120 YARDS HURDLE RACE, open to the Garri son and Fleet. 1st price, \$5; 2nd prize,

Gunner Hoy ...... Southat Singh ...... 100 YARDS' BAND RACE. 1st prize, \$4; 2nd prize, \$2: 3rd prize, \$1. There were nine entries, and after a good race Welsh won in 113 seconds. Ptc. Welsh

Pte. Baily 100 YARDS SERGEANTS AND STAFF SERGEANTS Entries: Muster Gunner Long, Qr. Mr. Serg't Williams, Sorgt. Cooper, Sergt, Bearode,

Sergits. Sand Singh, and Gunda Singh. Seret Gunda Singh Mr. Gunr. Long . Qr. Mr. Sorgt. Williams.....

elt was almost a dead heat between Gunda Singh and Master Gunner Long; good third Time 13? sees. MIGE RACE. 1st prize, \$8; 2nd prize, \$4; 3rd

Entries-Grs. Davis, C. F. Smith, Tugwood G. Smith, Br. Pattey, Lascars Gunda Singh. Southat Sing (2), Nun Singh, Mewar Singh, Bolacha Singh: Gundas Singh, the second man in the half and quarter mile races, soon took the lead, and he was never in danger. He cut out the running the whole way, and after a couple of laps he began to leave the other men behind. He won easily by about 50 yards from Unnuer Davis, poor third. Time 5 m. 22-secs.

Gunda Singh.....1 Gunner Davis Souchat Singh ...... 3 1000 YARDS' NON-COMMISSIONED OFFICERS RACE (below the rank of Sergeant). 1st prize.

85; 2nd prize, \$3; 3rd prize, \$2. Br. Campbell Br. Leadon Br. Kirby ..... 3

TUG OF WAR, open to all Comers. 1st prize,

The form of the Lancashire Battery was the vestorday in the steamer Diamante, and will exrepresentative R. A. team, and their challenge hibit for a season at Bowrington. Police to contest the final, and the Lancashire mained until another junk came up and took them men again proved themselves invincible, winning of ably short time of six seconds. R. A. Team ... 1

1st prize, 810. won easily.

B Companys..... 1 YARDS' CONSOLATION RACE, open to all rocks at Tausbe Point. Competitors who have not won a prize. 1st prize \$5; 2nd prize, \$3; 3rd prize, \$2. and kept it till within about 20 yards of the tape, with Corpl. Hampton, R. E. sticking close to him, when he unfortunately stumbled and fell, being thus out of the race.

Corpl. Hampton R. E. Gunner Knight Gunner Williams ...... 3 VOLUNTRER GUN RACE. Sergt. Tomlin No. 1 Sergt Dipple No. 4 Gunr. Wood .. Denison .. 3 Gunr. J. Powell .. : ., 4 · ., Tindall Carnish  $\mathbf{Howell}$ 

Swales .. Dealy ., 7 Corpl. Lammert , Sergt, Osborne No. 1 | Bergt, McBreen No. Gunr Mitchell , 2 Shen \_\_\_ B Gunr Lowis ., 4 , Mathews ,  $\mathbf{D}$ ade Adams Mathews .. 6 Tr. Henderson .. W: Powell .. 7 Gunr. Henderson .. This was a contest similar to that which has

a competition in drill work. Each detachment manned a seven-pounder mountain gun, and the persons who were carried away as captives last contest consisted of the following items-race 50 vear by bands of Chinese Annamite robbers, vards, limber detached, and one round blank am- not Chinese soldiers, as reported. These permunition fired at action rear. Dismount gun and carriage, remount them, fire another round, there to be sold as slaves, and their numlimber up, and race back. There were two pre- ber may be counted by thousands. The greater the detachments commanded by Sergts. Tomlin and McBreen. The former got a little the better of the run down, and just kept a second or two ahead all the way along. On the run back Gunner' Scott in the limber shafts of Sergeant Tomlin's gun, slipped and fell on one side, and the detachment won the heatin 1min. 554 secs. In the second heat between the detachments

easily in 2min, 31 secs. and after the run down had to drop out. Gauner | Tonquin, have addressed General Warnet on the Swales at No. 6 had thus to take the double subject, with a view to induce him to take meaduty, and the result was a delay in getting up | sures for the release of the captives, whether the ammunition. Sergt Dipple's detachment Christians or pagans. The mandarin Nguyan thus got ahead, and would have won had his Traong Hop, the Viceroy of Tonquin, with men maintained their smartness; but in remount- whom the missionaries have cultivated friendly loss of time, and they were beaten by a two or lmin, 55% secs.

OFFICERS RACE 100 Yards, Handicap. Entries - Major Riddell. Capts. Baldock and it is to a certain extent satisfactory, as the coun-Hawkshaw. Lieuts. Breeks, Laurie, and Antry is now recovering its tranquility, and if the derson. The handicap arranged was 5 years French continue to act firmly it will not be difstart for five years service in the Army, and ficult to restore order completely. another yard for every additional year. Major Riddell, with 14 yards start, kept his lead the whole way down, winning by about two yards, with Lieut. Breeks (scratch) second, Captain Hawkshaw a good third.

Major Riddell (14 yds.)...... J Breeks (scratch)...... 2 TONQUIN AND ANNAM.

HANOI, 24th March. The delimitation Commissioners have commenced the work of delimitation on land. They have left Cua-ai and are staking the frontier, proceeding towards the south-east. In Annum the situation remains unchanged. Lately a band of robels numbering 500 men, armed with lances, sabres, pikes, and old muskets made a foolish attack, in open day, on the citadel of Thanh hou. Needless to say, they were reon the Residency, and M. Pivert, the Chancellor, was dangerously wounded. We are happy to learn that at the date of the last news received

M. Pivert was out of danger. Nguyen-hun-do, the Kinh-luoc of Tonquin and President of one of the Boards at Hue, returned to Hanoi a few days ago, and on the morning of the 23rd March he sent to the General-Commanding-in-Chief. Resident-General, the presents offered by the Court of Hue to the Government of the Republic, also those intended for the Commander in Chief, the principal French functionaries, and several officers of the Tonquin

A fire took place in the Rue de Pont, Hanoi, on the night of the 20th March, and 70 native houses were burnt down. Advantage has been taken of the destruction of these edifices to open up a new street.

The Minister of Marine and Colonies has notified that on the proposition of the Director-General of the hydrographic service it has been decided that the port situated at the month of Halong Bay, commonly called by the French Hone-gai or Hone-gay, shall hereafter hear the name of Port Courbet, in remembrance of the glorious service of that officer in Tonquin .-Translated from l'Avenir du Tonkin

Tea grown and prepared in the suburbs of fensive works with diligence and agencity. The Tokyo is suited not only for home consumption | French have strengthened their frontier defences but also for export, but it has hitherto been in a very extraordinary manner, and they have avoided by foreign merchants owing to the care- greatly increased the number of their troops and

HONGKONG.

The week has passed by quietly. A meeting of members of the Hongkong Jockey Club was held at the City Hall on the 30th ult. to consider. the arrangements to be made for obtaining subscription griffins for next meeting, when it was decided to give the order, on terms proposed, to Mr. Symons, of Shanghai. The Legislative Council met on the 31st ult., when a number of papers, including the report of the Superinten-dent of Victoria Gael, were laid on the table. The Bill entitled the Stamp Ordinance, 1886, to raise the Stamp duties, was read a first time, and a Committee appointed to consider the schedule; the Spirit Liconce Bill and a Bill to incorporate the Procurator of the Dominican Procuration were read a first time; the Hill to amend the law relating to Bills of Sale was LIBRARY. THREE BATH ROOMS, convenient RACE. 1st prize, \$5; 2nd prize, \$3; 3rd prize, read a second time; and the Cathedral Ordinance Our-Offices, Tennis Courts, and Garden, Bill, 1886, was, after some discussion, withdrawn, for Nine Months from May next. pending receipt of the reply of the Scoretary of State to the resolutions lately passed by the Council protesting against discudowment. The Hongkong Public School Sports took place on the 31st ult. and were very successful. A Marius Court of Inquiry into the loss of the British steamer Brecomshire was opened at the Hurbour Office on the 1st, and concluded on the 2nd inst. when the Court found the master was to blame for setting an unsafe course on the morning of CONSULATE. the 17th ult., the day the steamer struck on the White Rocks, and they accordingly suspended his certificate for three months. A licensing meeting of the Justices was held on the 2nd inst., when the transfer of the licence of the Sailors' Home from Mr. J. R. White to Mr. A. Moir, and that of the Grand Hotel from Mr. Rogers to Mr. Hock Goon were granted. On the morning of the 3rd inst. an iextraordinary meeting of the shareholders in the Hongkong, Canton, and Mucao Steambout Company, Limited, was held, at which resolutions enabling the directors to transfer part of the reserve fund to capital account and to subdivide the shares of \$100 each into 5 of \$20 each fully paid up were passed. The Royal Artillery Athletic Sports took place on the Cricket Ground on the 3rd inst., as did some Scratch Races on Entries :- Brs. Leadon, Campbell, Kirby, and the Race Course the same afternoon. Intelli-Gunnett, Singat Singh and Vengay. After a gence has been received by telegraph of the REEZY POINT"—Robinson Road, conveloss race run in 394 sees, the result was, safety of the P. & O. steamer Venetia, which got at present in the occupation of the very close race, ran in 394 secs., the result was, safety of the P. & O. steamer Venetia, which got off the rocks at Tanaba Point slightly Hon. A. LAMBART. damaged, on the 20th ult., and reached Yokohama at 8 p.m. on the 30th. The Mascotte Opera Company have given several performances at the Theatre Royal during the week, and Chiarini's Circus and Menageric arrived here

was taken up by teams from the Northampton. On Thursday afternoon, the 1st instant. shire Regiment, the Police, and the Royal En. a junk, No. 28; capsized in a squall of wind gineers. The first heat was between the R. A. neart he Channel Rocks. She was on her and Northamptonsitive teams, and the former, way across from some stone quarries east pulling again in the same fine style easily pulled of Kowloon City bringing stone over to Hongover the requisite 15 feet in 8; secs. The second kong, and was loaded in a very topheavy way, heat was between the Police and R. E. teams.
Both sides pulled on their feet, and the Police; being a very heavy team, pulled the 15 feet over no lives were lost, as the crew stuck to the junk, in 16; sees. This left the R. A. team and the and climbed up on to her bottom, where they re-

just as easily as ever, though the team opposed The P. & O. steamer Venetia has been saved. to them was a very powerful one, in the remark- | She got off the rocks at Tanaba Point, sixty miles from Kobe, at 1 p.m. on the 29th ultimo, and arrived safely in Yokohama at 9 p.m. on TUG DE WAR GUN LASCARS AND SIKE POLICE. Tuesday, the 30th ult., and went into dock at Yokosuku on the 31st. She will leave Yo-Owing to the fact that the Sikh police did kchama to-day, the 6th instant, for Hongkong send out a team the event was turned into a direct. The survey of the steemer made in company tug between A and B Companies of Yokosuka dock showed that the Venctive was Gun Lassars. After a short contest B. Company only slightly damaged, three plates being bent and one on the port side crucked. The greater part of the sugar and general cargo and all the Kentledge coal were jettisoned whilst on the

The Chinese steamer Kwangles, which arrived here on the 30th ultimo from Shanghai and Cinnfer Aslibrooke took the lead at the start | Swatow, reports that the stranded steamer Breconshire has broken into two parts, the engines STARR & Co.'s well known, best roller made and storn sinking into deep water, and her fore part remaining on the rocks. The cargo is being washed out by the waves. The purchaser TRY IT. of the ball and remaining cargo, we understand, was Mesars Jardine, Matheson & Co.'s compradore, By the Indo-China S. N. Co.'s steamer Fooksang, which arrived here from Sharerbai on the list instant, we learn that Shanghai on the 1st instant, we learn that at the time they passed the White Rocks, the wreck of the Breconshire remained in the position last reported. She had broken across amidships, and her after half had sunk under water. Both her masts were still standing, but the funnel was gone. Salvage operations were still going on, and at the time they passed a number of Chinamen were seen handing down the gear

of the fere rigging.

we translate the following extracts: -The Vicar Apostolic of Southern Tongain, Mons. Colomer, arrived here a few days age on important busi- par dozen, and GIN in White Glass Bottles, NORTH GERMAN FIRE INSURANCE ness connected with the missions. One of the SCHIED M SCHNAPPS, POMERANZEN BITTERS, been held for the two previous years, being principal matters occupying his attention is to DRIPSTONE. FILTER, SOURKAUT and RED procure the redemption of a large number of CARBAGE in Jurs. sons were taken into the interior of China, liminary beats, the first of which was between proportion of them were women and children. but there were also a good number of men, esnecially of those whose physique or wealth gave them value as workmen or for ransom, as the case might be. The pagan villages suffered the MONOPOLE RED SEAL (medium dry). most from the savage hordes, but amongst the victims were also a considerable number from narrowly escaped being run over by the gun, but the Christian villages. Mons. Colomor has visited the villages which were the principal scene of the depredations of the rebbers. of Sergis. Dipple and Osborne the former won and his relation of the devastation existing and the breaking up of families by the mem-In the final-heat Sergt. Tomlin's detachment bers being carried away as captives or being were unfortunate in losing the services of killed is most touching. Mons. Colomer and Gunner Scott, who had hurt his leg in his fall, Mons. Terres. Vicar Apostolia of Eastern ing and firing the second round there was some and intimate relations for the last ten or twelve years, has also been addressed in the same sense. three seconds. The time for the final heat was There is reason to believe these charitable intentions will be crowned with happy results. With regard to the general state of the missions.

CHANA.

SHANGHAI. Says the Daily News :- Five steamers which left Hengkong and Shanghai for Newchwang had to turn back when four or five miles off the entrance to the Newchwang river owing to the ice. The steamers—among them the Ashington -went to Chefoo, where they were on Tuesday,

the 23rd March. A Naval Court was held at Shanghai on the 27th alt, to inquire into the loss of the Indo-China steamer Scewo, on the 18th nlt. The Court found that the master, Captain Hankinson committed an error of judgment in not slacken. ing speed but that he made a good departure from Tong-ting and took frequent soundings, in consideration of which they returned his certipulsed, but unfortunately they had time to fall ed him to be more careful for the future. A correspondent writing from Cauton to the Daily News says :- "We have received very bad news here from Tonquin, and it is firmly believed that the renewal of hostilities between France and China is a sure thing. Some of the "knowalla" pretend that peace was never made with a view of its lasting perpetually, but simply to allow China to get out her iron-clads and lots of war material, machinery, etc., so as to renew the conflict on better terms. As soon as the veteran Pang Yu-lin is satisfied that the coast defences of other provinces are in a satisfactory condition. he will resume his post on the banks of the Chu Kinng, where the torpedoes still in position, and the barriers still unremoved, will prove so much work already done. It will be argued that the French are unreasonable, and are not amenable to the benevolent means that have been put in practice to appease them, and must therefore be dealt with in a rigorous manner, and be made to. feel the power of the Great Empire. I am told that the French are erecting fortifications within the Chinese boundary, and the guns are all laid towards Lung-chow. The French are also said to be preparing for an advance on Lung-chow very shortly, and means are being taken to prevent a surprise. The Imperial Commissioner. Teng, and the Acting Governor of Kwangsi,

Li, are both on the spot superintending all de-

guns, as if to take the initiative without delay."

TO BE LET. RICHMOND TERRACE.

TO BE LET. HOUSE, Cool in Summer, with FOUR GOOD ROOMS, DRESSING ROOM THREE BATH ROOMS, and convenient UT-OFFICES, in thorough order.

J. D. HUMPHREYS, 22. Queen's Road Central. Hongkong, 2nd April, 1886. TO BE LET-FURNISHED.

VERY COMFORTABLE HOUSE. with Six Rooms, DRESSING ROOM,

J. D. HUMPHREYS. 22, Queen's Road Central. Hongkong, 2nd April, 1886. With Immediato Possession,

NTOS. 1. 3. & 4 IN REDNAXELA TERRACE, buck of the AMERICAN VERY COMMODIOUS BUNGALOW with OUT-HOUSES, GARDEN, &c., at Kow.

loong. Rent Modorate. ECA DA SILVA & Co., 33. Pottinger Street. Hongkong, 31st March, 1886. TO LET.

OOMS IN "COLLEGE CHAMBERS." Nos. 2, 4, 8, SEYMOUR TERRAUE. DAVID SASSOON, SCNS & Co. Hongkong, 29th March, 1886.

TO BE LET. With Possession on the First of May.

SHARP & Co. Hongkong, 29th March, 1886. TO LET. NE BEDROOM with BATHROOM

ONE OFFICE:

STOLTERFORT & HIRST. 13. Praya Central. Hongkong, 25th March, 1886. TO BET.

OOMS in Club CHAMBERS.

DOUGLAS LAPRAIK & Co. Hongkong, 1st February, 1882. TIONGKONG WHARF & GODOWNS. Goods received on STORAGE at Moderate Rates, in First-class Godowns.

Entire GODOWNS to be LET MEYER & Co. Hongkong, 3rd March, 1881.

FOR SALE.

A ALIFORNIAN FLOUR. The Finest FLOUR in the Market "DRAGON EXTRA." STRENGTH AND COLOUR UNSURPASSED

FOR SALE. West Thurrock. In Lots to suit Purchasers.

G. RAYNAL, . Stanley Street. Hongkong, 3rd April, 1886

A lotter from Hongkong, dated 11th March, In Cases Complete, RIFLES, REVOLVERS, is published in the Diario de Manila, from which CARTRIDGES, and SHOT, &c., &c., &c. Best Quality GIN in Stone Bottles at \$5.00

J. F. SCHEFFER. 21 & 23, Pottinger Street. Hongkong, 3rd March, 1886. FOR SALE.

CHEAMPAGNE "MONOPOLE -HEIDSIECK & Co.-

RED FOIL "SEC" (dry) GOLD FOIL "DRY" (oxtra dry'. CARLOWITZ & Co., Sole Agents for HEIDSIECK & Co., REIMS.

For Hongkong, China, and the East. Hongköng, 1st July, 1885. FOR SALE.

OHAS HEIDSIECK' CHAMPAGNE, 1880. WHITE SEAL. , per case of I dozon quarts. per case of 2 dozen pints. GRAND VIN CHATEAU LEOVILLE. \$21..... per case of I dozen quarts. CHATEAU LAROSE. \$12 per case of I dozen quarts:

PONTET CANET \$9.50 ..... per case of 1 dozen quarts. PALMER MARGAUX. \$7.50 ..... per osse of 1 dozen quarts. \$8.50 ......por case of 2 dozen pints.

\$5.....per case of 1 dozen quarts. .. per case of 2 dozen pints. JOHN WALKER & SONS' OLD HIGHLAND WHISKEY. \$8 ......per case of 1 dozen bottles.

CUTLER PALMER & Co.'s WINES AND SPIRITS. SIEMSSEN & Co. Hongkong, 1st January, 1884.

FOR SALE. COTTAGE PIANOS, TRICHORD . COMPLETS IRON FRAMING and PATENT METAL PIN PIECE, with all the latest improvements. PRICE FROM \$240, Payable also by Monthly Instalments from 5 Dollars, if required. W. POWELL & Co.

Hongkong, 1st January, 1886 FOR SALE. AT WHOLESALE PRICES. SACCONES, SHERRY, PORT. CLARETS, CHAMPAGNE. HOCKS, BURGUNDY. BRANDY, WHISKIES, ALE, STOUT. MACHINERY, LAWN MOWERS. SCALES, BICYCLES.

PAINTS, OILS, VARNISH. Apply to W. G. HUMPHREYS & Co.; Bank Buildings. Hongkong, 1st January, 1886. GILLOTT. STEEL PENS.

GOLD MEDAL, PARIS, 1878. Sold by all. Stationers and Dealers. AND R. TENNENT'S ALE and PORTER DAVID CORSAR & SONS Merchant Navy

Navy Boiled Long Flax Crown ARNHOLD, KARBERG & Co. Hongkong, 11th May, 1867.

INSURANCES.

DRONIX FIRE OFFICE. The Undersigned are new prepared GRANTPOLICIES of INSURANCE against FIRE at the following Rates:-On First-class European 

& Merchandise stored censed Godowns .....at 11 %. Net per Annum. On First-class Chinese Tenements ...... at 2 % Net per Annum. On Second-class Chinese 

On First-class Godowns.

DOUGLAS LAPRAIK & Co., Agents for Phonix Fire Office. Hongkong, 5th August, 1881. TEW YORK, LIFE INSURANCE THE Company's Steamship

COMPANY.

Purely mutual; all profits belong to Policyholders and apportionments are made annually. STATEMENT FOR YEAR ENDING 31sr DECEMBER, 1884. £12,127,930 Accumulated Funds

Surplus over all liabilities and Reserve Fundaccord-£ 2,036,332. ing to valuation made by the Government..... Income for year 1884..... £ 2,846,245. C. SETON LINDSAY. Ros. Manager.

Department of the East. BIRLEY, DALRYMPLE & Co., Agents, Hongkong.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY. ESTABLISHED 1805.

THE Undersigned having been appointed at Noon. Agents for the above Company are prepared to issue Policies of Insurance against Fire ARNHOLD, KARBERG & Co. Hongkong, January, 1882. [669 THE LONDON ASSURANCE INCORPORATED BY BOYAL CHARTER OF HIS

MAJESTY RING GEORGE THE FIRST. A.D. 1720. FIHE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:-MARINE DEPARTMENT. Policies at current rates, payable either here. in London, or at the principal Ports of India,

China, and Australia. FIRE DEPARTMENT. Policies issued for long or short periods at will leave for the above place on THURSDAY current rates. LIFE DEPARTMENT. Policies issued for sums not exceeding £5,000, at reduced rates: HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. HANSEATIC FIRE INSURANCE COM-PANY-QF HAMBURG. THE LUBECK FIRE INSURANCE COMPANY:

Companies, are Prepared to ACCEPT RISKS at Current Rates. Hongkong and Canton, 23rd February, 1886. EDUARD SCHELLHASS & Co., Agents. CUN FIRE OFFICE. The Undersigned are prepared from this date [120] to GRANT POLICIES against FIRE at the

Reduced Tariff Rates to the extent of \$50,000 FITHE Steamship on First-class Risks. ADAMSON, BELL & Co., Agents, Sun Fire Office. Hongkong, 18th February, 1886.

FURANSATLANTICFIRE INSURANCE COMPANY OF HAMBURG. The Undersigned, having been appointed agents for the avove Company, are prepared to ACCEPT RISKS against FIRE at Current OOD DOUBLE BARRELED GUNS Rates. SIEMSSEN & Co.,

> Agents. Hongkong, 16th November, 1872. COMPANY AT HAMBURG.

HIHE Undersigned, AGENTS for the above SURANCES to the extent of \$65,000, on first. Ports on THURSDAY, the 15th April, at 474 class risks at current rates. MELCHERS & Co. Hongkong, 27th March, 1876. GENERAL LIFE AND FIRE

ASSURANCE COMPANY. THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates. PUSTAU & Co. Hongkong, 1st April, 1885. INSURANCE CINGAPORE COMPANY; LIMITED.

HEAD OFFICE—SINGAPORE. We are prepared to GRANT POLICIES against FIRE on usual Terms at Current Rates. All Contributors of Business whether Shareholders or not are entitled to Share in the Bonus.

ADAMSON, BELL & Co., Agents. Hougkong, July, 1885. 1277NOTICE. UEEN FIRE INSURANCE Ancora. COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at 1 per Cent. Nett preminm per Annum. NORTON & Co., Agents. Hougkong, 20th May, 1881. FIRE INSURANCE COMPANY, OF 1877

IN HAMBURG. THE Undersigned, Agents of the above Company, are Prepared to ACCEP'I RISKS at Current Rates. PUSTAU & Co.,

Hongkong, 18th January, 1884. NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. FIHE Undersigned, Agents of the above Com-

pany, are authorized to INSURE against FIRE at Current Rates. GILMAN & Co. Hongkong, 1st January 1883. PANY, LIMITED.

HEAD OFFICE-HONGKONG. CAPITAL (Subscribed), \$1,000.000. BOARD OF DIRECTORS.

LUM SIN SANG. Esq. YOW CHONG PENG, Esq. BAN HUP, Esq. CHAN LI CHOY, Esq. Q. HOI CHUNE, Esq. The Company GRANTS POLICIES on MARINE RISKS to all parts of the World payable at any of its Agencies. [71 | Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

No. 2. Queen's Road West, Hongkong, 14th March, 1881. THE STRAITS INSURANCE COMPANY LIMITED.

WOO LIN YUEN,

Secretary.

HE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE Bailey, Master, will lead here for the above CANVAS. RISKS to all parts of the World, at current Fort, and will have quick despatch. ARNHOLD, KARBERG & Co. Hongkong, 5th November, 1883.

VESSELS ON THE BERTH. NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. HE Company's Steamer

"VOLGA," Captain Du Temple, will be despatched for KOBE AND YOKOHAMA. TO-DAY, the 6th inst, at TEN A.M. G. DE CHAMPEAUX, Hongkong, 5th April, 1886.

OCEAN STEAMSHIP COMPANY. FOR AMOY AND SHANGHAI. Taking Cargo and Passengers at through rates 113 for NINGPO, CHEFGO, NEWCHWANG, TIENTSIN HANKOW and Ports on the YANGTSZE).

LIFE ASSURANCE ONLY. Captain Thompson, will be despatched as above TO-DAY, the 6th inst, at Noon. · For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 5th April, 1886. FOR HAIPHONG (DIRECT). HE Steamship

> "ALWINE. Captain P. Moos, will be despatched for the above Port TO-MORROW, the 7th instant, at DAYLIGHT. For Freight or Passage, apply to Hongkong, 5th April, 1886. FOR SHANGHAL HE Steamship

> "MARCIA." Captain Gardoqui, will be despatched for the above Port TO-MORROW, the 7th instant, For Freight or Passage, apply to SIEMSSEN & Co. Hongkong, 5th April, 1886.

FOR LONDON VIA SUEZ CANAL. HIE Company's Steamship ... PATROCLUS," Captain Thompson, will be despatched as above TO-MORROW, the 7th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd April, 1886.

OCEAN STEAMSHIP COMPANY.

STEAM TO BOMBAY VIA STRAITS. THE P. & O. S. N. Co.'s Steamship 'KHIVA." the 8th instant, at THEEE P.M. A. McIVER. Superintendent.

Hongkong, 1st April, 1886. OCEAN STEAMSHIP COMPANY. EOR SHANGHAI VIA AMOY. Taking Cargo and Passengers at through rates for Mingro, Chefoo, Newchwang, Tientsin HANKOW, and PORTS on the YANGTSZE). THE Company's Steamship

THE Undersigned, Agents for the above " ACHILLES." Captain Anderson, will be despatched as above on THURSDAY, the 8th inst. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd April, 1886. "SHIRE" LINE OF STEAMERS. OR LONDON AND HAMBURG, YLA SUEZ CANAL.

".FLINTSHIRE." J. Dancaster, Commander, will be despatched FIRE U. S. Mail Steamer \*CITY OF for the above Ports on or about the 12th April. For Freight or Passage, apply to ADAMSON, BELL & Co., Hongkong, 31st March, 1886. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE, VIX SINGAPORE AND JAVA. (Calling at PORT DARWIN and QUEENSLAND Ponts, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

HE Steamship Company, are prepared to GRANT IN- | Captain Ellis, will be despatched for the above FOUR P.M. This Steamer has Excellent Accommodation [9 for First Class Passengers and carries a

Stewardess. For Freight or Passage, apply to RUSSELL & Co., Agents. Hongkong, 30th March, 1886.

FOR MAURITIUS VIA SINGAPORE. HE Steamship " DEUTEROS! will be despatched for the above Port on the 21st instant, Afternoon. Loading commences on the 15th instant Freight or Passage will be charged moderately. of Customs at San Francisco. SOY SING.

No. 96, Bonham Strand. Hongkong, 5th April, 1886. STEAM TO YOKOHAMA, WA NAGA-SAKI AND KOSE. (Passing through the Inland Sea). THE P. & O. S. N. Co.'s Steamship

" ZAMBESI," will leave for the above place about 48 hours TAKING CARGO AND PASSENGERS after the arrival of the outward Mail Steamer A. McIVER, Superintendent. Hongkong, 1st April, 1886.

STEAM TO SHANGHAL. THE P. & O. S. N. Co.'s Steamship "ANCONA." will leave for the above place about 24 hours after her arrival with the next English Mail. A. MCIVER.

Superintendent. Hongkoug, 1st April, 1886. FOR LONDON AND HAMBURG. HE 3/3 L II German Bark Tost, Master, will load here for the above Ports, | vious to sailing.

and will have quick despatch. For Freight, apply to CARLOWITZ & Co. Hongkong, 18th February, 1886. FOR HAVRE AND LONDON. THE 8/3 L II British Bark "CHANNEL QUEEN,"

Ports, and svill have quick despatch. For Freight, apply to CARLOWITZ & Co. Hongkong, 22nd March, 1886. FOR NEW YORK. THE 5/6 L I, I American Bark

"COLORADO," J. D. Wyman, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to PUSTAU & Co. Hongkong, 18th February, 1886. FOR NEW YORK. HE 3/3 L I.I. British Ship

"ELLEN A. REED." Hatfield, Master: will load here for the above Port, and will have quick despatch. For Freight, apply to CARLOWITZ & Co. Hongkong, 24th March, 1886. FOR NEW YORK. FIRE 3/3 AII American Bark

"NEHEMIAH GIBSON." For Freight, apply to ARNHOLD, KARBERG & Co. Hongkong, 3rd March, 1886.

VESSELS ON THE BUEWA

COMPAGNIE DES MESSAGERIES PAQUEBOTS POSTE FRANCAIS. Finglish mail, left Singapore at 6 a.m. on the

STEAM FOR SAIGON, SINGAPORE, BATAVIA, CO. LOMBO. ADEN. SUEZ. PORT SAID, MEDITERRANEAN, AND here on or about the 10th justant. BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP. ON TUESDAY, the 6th day of April, 1886, at Noon, the Company's Steamship "AVA," Commandant Vimont, with MAILS. PASSENGERS, SPECIE, and CARGO. will leave this Port for the above places.

Cargo and Specie will be registered for Lon-

don as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon. [676 | Cargo will be received on board until 4 P.M. Specie and Parcels intil-3 P.M., on the 5th April, 1886. (Parcels are not to be sent on board : they must be left at the Agency's Office.) Contents and value of Packages are For further particulars, apply at the Com-

> pany's Office. G. DE CHAMPEAUX, Hongkong, 25th March, 1886.

STRAM FOR SINGAPORE. PENANG. COLOMBO. ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI. TRIESTE, VENICE, PLYMOUTH, AND LONDON:

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA. 714 N.B.-CARGO CAN BE TAKEN ON THROUGH &c., nor at any private house (even though BILLS OF LADING FOR BATAVIA, PERSIAN named in the address) whom there is a place of GULF PORTS, MARSEILLES, TRIRSTE, HAM-BURG. NEW YORK, AND BOSTON. SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "HYDASPES." Captain G. Scrivener, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL, on TUESDAY, the 13th April, corrected to a much later hour than that given at FOUR P.M. Cargo will be received on board until

TEN A.M. Parcels and Specie (Gold) at the Office until TEN.A.M. on the day of sailing. Silk and Valuables for Europo will be transhipped at Colombo; Tes and General Cargo for London will be conveyed via Bombay without transhipment, arriving one-week later than by the 6th inst., at 10.30 A.M. the ordinary direct route via Colombo. For further particulars regarding FREIGHT and Passage apply to the Peninsulan & OBJENTAL. STEAM NAVIGATION, COMPANY'S at 4.30 P.M.

Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. N.B.—This Steamer takes Cargo and Passangers for Marssilles. A. MoIVER.

Superintendent. Hongkong, 1st April, 1886.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVER-LAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

PEKING." will be despatched for San Francisco, via Yokohama, on WEDNES-DAY, the 14th April, at THESE P.M., taking Passengers and Freight for Japan, the 2260 United States and Europe. Through Bills of Lading issued for transportation to Yokobama and other Japan Ports. to San Francisco, to Atlantic and Iuland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to porte in Moxico, Control and South America, by the Company's and connecting Steamers. Through Passage Tickets granted to England.

France, and Germany by all trans-Atlantic lines of Steamers. paid full fare, re-embarking at San Francisco for China or Japan (or vice verea) within six months, will be allowed a discount of 20 % from Return Fare: if re-embarking within one year. an allowance of 10. 1, will be made from Return Fare. Pre-paid Return Passage Orders, avail able for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the day previous to stilling. Parcel Packages

will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco. should be sent to the Company's Offices in Sealed Envelopes addressed to the Cellector For further information as to Passage and Freight, apply to the Agency of the Company. No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

OCCIDENTAL AND ORIENTAL STEAM. SHIP COMPANY. TO JAPAN, THE UNITED STATES. MEXICO.

Hongkong, 24th March, 1896.

CENTRAL AND SOUTH AMERICA. AND EUROPE: . THE OVERLAND BAILWAYS. ATLANTIC AND OTHER CONNECTING

STEAMERS.

THE Steamship "SAN PABLO," will be to rectify the cause of dissatisfaction. despatched for San Francisco, via Yokohams, on SATURDAY, the 24th instant, at THEEE P.M. Connection being made at Yokohams with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full; and same will be received at the

Company's Office until Five rim. the day pre-RETURN PASSAGES .- Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six 391 months, will be allowed a discount of 20 % drom Return Fare; if re-embarking within one year, an allowance of 10 °/ will be made from Return Fare. Pre-Paid Return Passages Orders, available for one year, will be issued at a Discount | 0.00 a.m. of 25 % from Return Fare. These allowances [1772 THE MAN ON INSURANCE COM- Lelacheur, Master, will load here for the above do not apply to through fares from China and Japan to Europe. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to

> FOR SAN FRANCISCO. THE 3/3 L II American Ship "JOHN CURRIER." J. B. Blethen. Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

the Collector of Customs, San Francisco.

Hongkong, 5th April, 1886.

Hongkong, 27th March, 1886.

For further information as to Freight

C. D. HARMAN, Agent.

RUSSELL & Co.

or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Cantral.

FOR SAN FRANCISCO. HE A I. British Barque W. Malcolm, Master. will load here for the above Port, and will have quick despatch. For Freight, apply to RUSSELL & Co.

MAILS: BE PROTED

THE ENGLISH MAIL The P. & O. steamer Ancona, with the next 2nd, and is due here on the 9th instant.

THE AMERICAN MAUL. The O. & O. stemmer San Pablo, with mail &o. from San Francisco to the 13th March left Yokohama on the 3rd, and may be expected

STEAMERS EXPECTED. The Union Line steamor Galley of Larne left Singapore on the 30th. Moreh, and may be expeoted to arrive here on or about the 6th April The E. & A. S. S. Co.'s steamer Airlie left Port Darwin on the 28th March, and may be expeoted to arrive here on or about the 7th April. The O. S. S. Co.'s stoumer Achilles left Singapore on the 1st, and is due here on the 7th

The D. D. R. steamer Massalia left Singapore on the afternoon of the 3rd, and is due here on the 10th instant. The E. & A. steamer Catterthum left Singa-

pore on the 5th, and is due here on or about the

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, Sent to \_\_\_\_\_, or Received at 7 p.m., or as the case may be, and forward it. without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such metters pass for four of giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY .- No delivery is attorpted on board Ship, at the Peak, Kowloon, Abordeen, business nearer at which delivery can be effected. The Postal Guide for 1886, revised to date will be found in the Daily Press Directory.

is the only authorised complete Summary of Postal information published in Hongkong. The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always

p. 385 large edition, p. 701 small edition. This

A MATE WILL CLOSE. For Kobe and Yokohama.-Par Volga, today, the 6th inst.; at 7.30 A.M. For Swatow and Bungkok,-Per Phra C. C. Klao, to-day, the 6th inst., at 8.30 A.M.

For Amov and Shanghai.—Per Nestor, to-day, For Snigon.—Per Trifos, to-day, the 6th inst. at 2.30 P.M. For Amoy.—Per Amigo, to-day, the 6th inst., For Sairon.—Per Ganger Rolf, to-day, the 6th inst., at 4.30 P.M.

For Haifong.—Per Alwine, to-day, the 6th nst. at 5.00 p.m.For Swatow.—Per Nanshan, to-day, the 6th nst., at 5.00 P.M. For Shanghai. - Per Murcia, to morrow, the 7th inst., at 11.30 A.M. For Shanghai, Per Fookeang, to-morrow, the 7th instant, at 3.30 P.M. For Amoy and Manila.—Per Diamente, tonorrow, the 7th inst., at 4.30 P.M. For Swatow, Amoy, and Foodhow,-Per Haiplong, on Thursday, the 8th inst., at 8.30

For Straits and Bombay.-Por Khina, on Thursday, the 8th inst., at 2.39 P M For Straits and Calcutta.--Per Arratom Apcar, on Tuesday, the 13th fast, at 2.39 e.m.MAILS BY THE FRENCH PACKET. The French Contract Proved And will be despatched on TUESDAY, the 6th April. with Mails to the United Kingdom. Suroce, and places beyond, with Nambers to Saigon, Straits Settlements, Butaria, Burmah, Ceylon,

India (vid Moders), the Australusian Colonies. Adon, Notal and the Cape, Egypt, Malta, and The usual hours will be observed in closing the Mails, &c. The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will

make no enquiries into alleged losses such of METURN PASSAGES. - Passengors, who have HOURS FOR CLOSING THE CONTRACT MAILS

THE FRENCH MAIL. Day before Benarture. P.M. Money Order Office closes. closes, except the night box, which is always open out of thice hours. Dan of Departure. A.M., Pest Office opens) 10 A.M., Registry of Letters ceases. Posting of

all printed matter and pattorns ceases. I A.M., Muil closes, except for Late Letters. 11.10 A.M., Letters may be posted with Late Fee of 10 cents until 1.30 A.M., when the Post Office closes entirely 1.40 a.m., Late Letters may be posted on board the packet with Late Fee of 10 Cents until

Hime of departure.

SUNG COAL MERCHANTS. have always on hand LARGE STOCKS OF EVERY DESCRIP-TION OF COAL. Address:—Care of Messrs. Kwong Sung & Co., No. 68, PRAYA.

NOTICE. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED CHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs it sont to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention. In the event of complaints being found necessary, communication with the Undersigned

D. GILLIES. Hongkong, 26th Angust, 1885. WINTER TIME TABLE.

THE KOWLOON FERRY.

is requested, when immediate steps will be taken

STEAM-LAUNCH "MORNING STAR" Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours :- This Time Table will take offect from the 20th October, 1885. Leaves Leaves Hongkong Kowloon 7.00 A.M. - - 6.00 A.SE. 8.30 ... 7.30 ... 9.00

\*There will be no Lannch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under sunvoidable circumstances. In

NOTICE. THE CHINA FIRE INSURANCE COM-PANY, LIMITED.

[654 Is prepared to ACCEPT FIRST-CLASS RISKS at 1 %, nott per Aunum, and other In-BURANCES at Current Rates. Agencies at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines. JAS. B. COUGHTRIE, Secretary.

Printed and Published by R. CHATTERION WILCOX

Hongkoug 7.00 A.M. 1,00 P.M. 12.30 P.M.

\*10.15 ',, 12.30 r.m. 1.00 3.00

case of stress of weather, due notice will be given of any stoppages.

Hongkong, 27th March, 1882.